

DECEMBER 1976

# THE TRAIN DISPATCHER



## Merry Christmas and A Happy New Year To Members of the American Train Dispatchers Association and Their Families and Friends

The Christmas Season provides an appropriate note on which to close the year of our bi-centennial as a nation. This is not to say our forefathers of 200 years ago succeeded in making full application of all the teachings of the Man of Galilee, but rather that their combined effort was a faltering first step in that direction. If, as many Americans of today believe, our ancestors, who lived in the latter 1700's, were divinely inspired when they wrote and ratified the Declaration of Independence, and later the Constitution of These United States, it could well be because of the influence of the precepts of the gentle Teacher who was born in Bethlehem and reared in a town of which it was asked, "Can any good thing come out of Nazareth?" This Man became a laborer at the trade of carpentry, and spake as never had man spoken before.

Though the forces of greed, selfishness and tyranny were rampant; though cruelty personified sat in high places of authority; though the bodies of men were unmercifully lashed by the whip of slave-driving taskmasters, nevertheless His teachings were to return good for evil, love for hate, patience for cruelty; and that the meek would one day inherit the earth.

Born of a minority group in a colonial country, He was a part of the 120 million people who constituted the mighty Roman Empire, and of that number historians have estimated that 80 per cent were actually chattile slaves. The great bulk of the population had little hope of anything better. Into that environment, however, Jesus brought such a concern for man as had never been known before. His assessment of the high worth of the human personality and those attributes that enhance the dignity of man were such as to mark Him as profoundly unique.

Christmas, through the centuries, has symbolized a warm and liberal spirit of generosity and love. Justice, truth and righteousness cannot be alienated from the affairs of men. However men may regard religion, the historic fact is that in proportion as the institutions of Christianity lose their hold upon the multitudes of men, the fabric of society is in peril.

Assured of your loyal and steadfast support, your officers are encouraged and strengthened in their continuing effort to protect the rights and secure the benefits to which you are entitled.

Through this medium, the officers of the American Train Dispatchers Association extend to each member, and his or her family and friends, their earnest good wishes for a Merry Christmas and a happy, healthful and prosperous New Year.

Fraternally and gratefully yours,

B. C. Hilbert, President

D. V. Chandler, Vice President

R. E. Johnson, Vice President

H. T. Story, Trustee

D. E. Collins, Secretary-Treasurer

R. J. Irvin, Vice President

J. P. Erickson, Vice President

M. H. Kassera, Trustee

W. W. Mix, Trustee

**The TRAIN DISPATCHER**

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Association of  
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325 North Lombard Ave., Oak Park, Ill.

Comments and opinions expressed by contributors in the pages of this publication are their own and do not necessarily reflect the policy of the American Train Dispatchers Association nor the general opinion of its members. Editor.

**IMPORTANT NOTICE**

The American Train Dispatchers Association and its official publication, THE TRAIN DISPATCHER, desire to protect the public from unauthorized solicitations for advertising. Carefully examine the credentials of any person claiming to be a representative of this or any other railroad labor organization. Our representatives carry certified credentials, validated as to effective date. Outdated credentials are valueless.

Checks issued for advertising in our publication are to be made payable to the Association only. All standard railroad labor organizations are interested in eliminating unauthorized and fraudulent solicitations in the name of railroad labor.

## THE PRESIDENT'S PAGE

### C. R. Pfenning Retires; Changes on Joint Board

At the end of October 1976, Bro. C. R. Pfenning retired on disability as A.T.D.A. President. He had for some time been suffering from rheumatoid arthritis, and it was on the advice of his physician that he finally decided to lay down the pressures and stresses of the top office in the American Train Dispatchers Association and take his disability annuity, which was effective on Oct. 31.

Bro. Pfenning had been President of the A.T.D.A. since being named to the office following the sudden death of R. C. Coutts on May 16, 1969. Without having had opportunity for "a break-in" period, or a chance to familiarize himself with the pending matters requiring a decision of the top man of the Association, nevertheless it is generally felt that Bro. Pfenning has done an excellent job in presiding over and directing the affairs of the organization. As it has turned out, the weight of those burdens has contributed to the breakdown of his health. In behalf of the membership, the editorial staff of THE TRAIN DISPATCHER expresses appreciation to Dick Pfenning for a job well done, and wish him well in his quest for a complete recovery of good health.

At a meeting of the Joint Board on Oct. 29, the following officers were elected to fill the vacancies resulting from Bro. Pfenning's retirement. Named as President was B. C. Hilbert, formerly Vice President Western Region. Bro. J. P. Erickson was elected to the office of Vice President to replace Bro. Hilbert on the Executive Board. Bro. M. H. Kassera, BN General Chairman, was elected to succeed Bro. Erickson on the Board of Trustees. These changes became effective Nov. 1, 1976.

Bro. Erickson is Labor Member on the Third Division, N.R.A.B., and will continue in that capacity, at least for the time being.

### Bernard C. Hilbert, President

B. C. (Barney) Hilbert was born at Galion, Ohio on Jan. 7, 1921. He attended schools at Galion, in North Madison, Ind., Crestline, Ohio, and the Woodbury College of Business, Los Angeles, Calif. He located in California in 1939 and in Oregon in 1942. He served for three years in the U.S. Army Signal Corps during World War II, including 20 months in the Pacific Theater—New Guinea, Netherlands East Indies, Philippine Islands and Okinawa. He was discharged with the rank of sergeant.

He was employed by the SP&S Railway in Portland on Feb. 11, 1946, as a student telegrapher. He was subsequently a wire chief in the telegraph relay office, and was promoted to train dispatcher on Feb. 23, 1951. He has been an A.T.D.A. member continuously since Jan. 1, 1952; was elected Office Chairman at Portland in 1953 and SP&S General Chairman on Jan. 1, 1960.

He was elected A.T.D.A. Vice President on Oct. 16, 1963, at the Nineteenth General Assembly and was reelected to four-year terms at each of the next three General Assemblies.

### J. P. Erickson, Vice President

Bro. John P. (Jack) Erickson was born on March 14, 1930, at Barron, Wis. He graduated from high school at Barron, and attended college at Stevens Point, Wis., and telegraph school at Racine, Wis.

He began railroading in June 1948, hiring as an operator with the Soo Line. He was promoted to dispatcher at Stevens Point in May 1956, but was displaced from that assignment in 1961 when an office consolidation forced him back to the telegraph department. He regained a regular dispatching assignment at Stevens Point in 1962.

He has been a loyal A.T.D.A. member, serving as Office Chairman at Stevens Point 1967 through 1970. He has also been Vice General Chairman and System Treasurer and became Soo Line General Chairman on Jan. 1, 1971. He was a delegate to the Twenty First General Assembly, and was appointed Director of Research at National Headquarters on Feb. 14, 1972. He became Labor Member, Third Division N.R.A.B. on May 1, 1972, following the death of former Labor Member, Bro. George Kasamas.

On May 10, 1973, after former Trustee R. E. Johnson was named Vice President to fill the vacancy caused by the death of the late Ray Hack, Jack Erickson was named Trustee to the resultant vacancy on the Board of Trustees.

### Max H. Kassera, Trustee

Bro. Max Kassera was born at Maiden Rock, Wis., on April 18, 1935. He attended schools at Maiden Rock and Pepin, Wis., graduating from high school in Pepin. He later attended the University of Minnesota, and subsequently took correspondence courses at the University of Maryland.



He was employed by the Chicago, Burlington & Quincy Railroad as student telegrapher in February 1953, and became an operator on April 13, 1953. He was promoted to dispatcher at Aurora, Ill., in April 1960. He has been an A.T.D.A. member continuously since Aug. 1, 1961; was elected Office Chairman in 1964,

serving in that capacity for seven years. He transferred to the Cicero office when Aurora and Cicero offices were consolidated in 1964. Following the merger of the CB&Q with other lines to form the Burlington Northern in 1970, he was elected to the post of Vice General Chairman, taking office on Jan. 1, 1971. On Jan. 1, 1975, he became BN General Chairman, which position he still holds.

Max holds a trick assignment in the Cicero office. He and his wife, Carol, live in Aurora.

### Humanities

The deepest crisis on this planet lies in the humanities. We do not have an international humanities. There is no set of books all citizens of the planet are nurtured by, know, recognize; no system of meaning flashed recognizably from culture to culture; no way of perceiving, the same for all. Ignorant armies clash by night.

*Michael Novak  
in Commonweal*

## legal notices

### 1977 Dues:

Dues for 1977 become payable on Jan. 1, 1977. The amounts due are as follows: **ACTIVE DUES:** \$170.00 Annually. Dues may be paid annually, semi-annually, or quarterly, as the member chooses. Semi-annual dues are \$85.00 and quarterly dues are \$42.50.

**ACTIVE - EXTRA** dues are one-half the established amount of **ACTIVE** dues and are payable annually, semi-annually, or quarterly.

**ASSOCIATE** dues are payable annually only and are \$25.00 for those **NOT** retired and \$5.00 for Retired members.

System dues in the amount established by the System Committee on each road must be added to and accompany the National dues **FOR THE SAME PERIOD NATIONAL DUES ARE PAID** and are to be sent to the Secretary-Treasurer at National Headquarters. Refund of System dues portion thereof will be made to the custodian of system funds on the member's road.

**NOTE: UNLESS OTHERWISE NOTIFIED, THE ABOVE DUES RATES ARE APPLICABLE AND IN EFFECT AS SHOWN.**

### 1977 Personnel Reports

Forms for use in submitting 1977 **PERSONNEL REPORTS** will be mailed those concerned during the latter part of December.

An up-to-date **PERSONNEL REPORT** for each office is indispensable in maintaining current membership records at the National Headquarters. The cooperation of each Chairman in filling in and promptly returning the 1977 **PERSONNEL REPORT** for his office is earnestly requested.

Each person retaining and accumulating seniority on your roster should be accounted for and shown in the space provided on the form, giving the regular (permanent) assignment or employment status of each as of Jan. 1, 1977. Retirements, resignations, and deaths not previously reported to the National Headquarters should also be shown at the appropriate space on the form.

Errors and omissions in the preparation of this report cause inquiries and tracers which we should like to avoid.

### Dr. Christian Barnard

"Don't worry about heart disease and live life to the full!" is the astonishing advice of world-famed heart surgeon Dr. Christian Barnard. Too many people are becoming obsessed with the threat of heart disease...which may never strike them, Dr. Barnard told a reporter in an exclusive interview at Wilmington, Del. "The risk factors are not enough to warrant sacrificing a normal and happy existence in order to avoid them."

*Quote Magazine*

running



extra

By D. E. Collins, Secretary Treasurer



We have received the following information from the Retirement Board which we feel is worthy of note and your close attention:

**Legal Fees  
Unnecessary  
Expense for Most  
Railroad  
Retirement  
Applicants**

It has come to the U.S. Railroad Retirement Board's

attention that some railroaders have gone to unnecessary expense for legal assistance when filing applications for annuities or other benefits payable by the Board. Railroad employees are advised that applying for these railroad retirement benefits does not require the services of an attorney.

Personnel in any of the Board's district offices will provide the assistance needed to complete applications and supply information on required procedures such as those for furnishing proof of age, marriage, etc. The Board's personnel are trained to assist as much as possible in this respect. The Brotherhood desires that their members be made aware of this in order to avoid unnecessary legal expenses.

If any of you who are considering retirement or who are entitled to other benefits have any questions or problems, the National Headquarters is ready to assist you. Please do not hesitate to contact us.

\* \* \*

Effective July 1, 1976, a total of \$48.00 per month Cost of Living allowance became payable to all of those we represent. Under the terms of Article II of the February 6, 1975, national agreement between the A.T.D.A. and the National Carriers' Conference Committee, Section 1(d)(i) of the agreement further provides that 75 per cent of such \$48.00 (\$36.00) will be incorporated into each basic monthly rate of pay effective December 31, 1976, leaving only \$12.00 Cost of Living allowance in effect.

The Bureau of Labor Statistics Consumer Price Index for Urban Wage Earners and Clerical Workers for the month of September 1976, U.S. City Average, "All Items" (1967=100) was 172.6, which means an additional \$26.00 per month Cost of Living allowance under the terms of Sections 1(a) and (e) of the February 6, 1975, agreement. When added to the \$12.00 Cost of Living allowance remaining after the December 31, 1976, adjustment mentioned in the previous paragraph, this will make a total of \$38.00 per month Cost of Living allowance ef-

fective January 1, 1977.

If any problems develop in connection with your particular Carrier making these adjustments, please contact National Headquarters.

## safety first: or is it?

By D. V. Chandler, A.T.D.A. Vice President



Being positive that all orders addressed to a train at a station are delivered to that train is one of the most important duties of a train dispatcher. If an order number is omitted from a clearance the train dispatcher is frequently dismissed. The dispatcher is considered to have acted in a negligent manner, as opposed

to human error.

Train dispatchers are required to have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties.

The Carrier issues instructions as to the procedure to be used in issuing a clearance to a train.

**SITUATION:** Two procedures have been in use for many years. (1) The dispatcher is required to keep a clearance record page in the train order book and when orders are sent to specifically named train or trains, the office to which the orders are to be sent, the identity of the trains addressed and the numbers of such train orders must be entered on the clearance page before the body of the order is transmitted. When an operator requests "OK" to a clearance for a train the train dispatcher must refer to the entry on the clearance record page for that train at the office requesting "OK", check the train and order numbers by underlining them as the operator repeats them from the clearance. If there is any discrepancy, "OK" must not be given until the error is found and corrected.

(2) No separate clearance page is used, the dispatcher writes the numbers in his train order book when the operator repeats them from the clearance, checks back through his train order book(s) for these orders before giving the "OK" to the clearance.

**RESULT:** Train dispatchers stoutly defend both procedures and under both procedures orders have been omitted from clearances. Dispatchers have been disciplined, since in many cases, the dispatcher and the operator are held equally responsible for the omission.

EDF

QUESTION: Could one of the procedures contribute to an omission of an order more than the other? I have attended only two investigations involving one procedure and many involving the other; could this indicate that one procedure provides a greater degree of protection to the dispatcher in this area? If so, could there be a deficiency in instructions issued by a carrier? In the alternative, could the dispatchers using one procedure be more susceptible to human error than those using the other?

## notable quotes

People become nostalgic about a lot of things they weren't so crazy about the first time around.

*Webster*

We wouldn't worry about what people think of us if we could know how seldom they do.

*Olin Miller*

The whole idea is to make a little money first and then try to make a little money last.

*Laurence Hembree*

Kindness is a language which the deaf can hear and the blind can read.

*Mark Twain*

Success does for living what shunshine does for stained glass.

*Bob Talbert*

They who educate children well are more to be honored than they who produce them, for the latter only gave them life; the former the art of living it well.

*Aristotle*

Knowledge is of two kinds. We know a subject ourselves, or we know where we can find information about it.

*Samuel Johnson*

Money will buy a pretty good dog, but it won't buy the wag of his tail.

*Josh Billings*

There is a natural aristocracy. The principal ingredients are virtue and talent.

*Thomas Jefferson*

Our judgment ripens; our imagination decays. We cannot at once enjoy the flowers of the spring of life and the fruits of its autumn.

*Thomas Babington*

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## ANNUAL REPORT OF THE BOARD OF TRUSTEES

For the year ending June 30, 1976

This is the Annual Report of the Board of Trustees for the fiscal year ending June 30, 1976.

This Board convened on October 26, 1976, at the National Headquarters in Berwyn, Illinois, for the purpose of inquiring into the regularity, economy and efficiency of the expenditures of the funds, expenses of Officers, soundness of investments and bonding of Officers and Employees as required by Article VIII, Sections 2 and 3, of the Constitution and By-Laws of the Association.

The information used in this report was obtained from the records of the Association and from the Audit Report for the fiscal year ending June 30, 1976, furnished by Olson, Abney and Smith, Ltd., Certified Public Accountants.

### American Train Dispatchers Association

#### Income from Membership Dues And Initiation Fees

Year	Dues	Initiation Fees	Total
1975	\$386,343.13	\$2,345.00	\$388,688.13
1976	\$379,344.27	\$1,785.00	\$381,129.27
Decrease	\$ 6,998.86	\$ 560.00	\$ 7,558.86
Membership	Year	Total	Decrease Increase
Active	1975	2758	
Active-Extra	1975	113	
Associate	1975	394	
Active	1976	2698	60
Active-Extra	1976	125	12
Associate	1976	390	4
GROSS INCOME	Year	Total	
	1975	\$405,727.97	
	1976	\$396,463.59	
Decrease		\$ 9,264.38	

Gross income includes dues, initiation fees, interest earned and income (loss) from publication of "THE TRAIN DISPATCHER" less related expenses.

The decrease in 1976 was due to the smaller amount of dues, initiation fees and interest income received along with an increase in the cost of publication of "THE TRAIN DISPATCHER."

EXPENSES	Year	Total
	1975	\$320,088.37
	1976	\$486,777.62
Increase		\$166,689.25

The increase resulted from an increase in administrative expenses, RLEA assessments, AFL-CIO per capita dues and the 22nd General Assembly expenses.

### American Train Dispatchers Improvement Association

RENTAL INCOME	Year	Total
	1975	\$ 9,000.00
	1976	\$ 9,000.00

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#### DEKALB FEEDS, INC.

105 Dixon Ave. Phone 625-4546  
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EXPENSES	Year	Total
	1975	\$ 8,493.55
	1976	\$ 9,945.06
Excess of Income over Expenses	1975	\$ 506.45
Excess of Expenses over Income	1976	\$ 945.06

The excess of expenses over income is due to a large increase in real estate taxes and insurance premiums coupled with a small increase in the amount spent for utilities which more than offset a sizeable reduction in repair and maintenance costs.

#### INSURANCE COVERAGE

1. Liability, Fire and Burglary Insurance:  
Special Multi-Peril Policy—Buildings and Contents Liability Hanover Insurance Company Policy No. 2SMP 42 04 56 expires October 17, 1979, covering entire premises at 1401 South Harlem Avenue, Berwyn, Illinois. (Inflation Guard Endorsement, increases building coverage by 2 per cent at the end of each 3 months.)
 

Building	\$105,600.00
Contents	\$ 35,000.00
Extra Expenses	\$ 10,000.00
Non-Owned Auto	
Liability	\$500,000.00
Medical	\$ 1,000.00
2. Honesty Bond:  
Hanover Insurance Company Policy F 380949 \$13,000.00 American Train Dispatchers Improvement Association favoring D. E. Collins, Secretary-Treasurer.
3. Workman's Compensation:  
Hanover Insurance Company Policy No. WC 76-39-52 expires January 19, 1977.
4. Employee Dishonest Coverage:  
Hanover Insurance Company Policy No. 338050 expires September 16, 1978.  
Blanket Bond—Officers and Employees—Limits of coverage \$55,000.00.
5. Death and Dismemberment Coverage:  
Continental Casualty Company Policy SR 6837133 expires 11-2-76.  
Amount of coverage: \$100,000.00.

#### The Train Dispatcher

INCOME	Year	Total
	1975	\$ 25,268.33
	1976	\$ 27,218.78
Increase		\$ 1,950.45
EXPENSES	Year	Total
	1975	\$ 31,702.87
	1976	\$ 34,999.73
Increase		\$ 3,296.86

The cost increase during the fiscal year 1976 for paper and printing along with mailing and postage absorbed the income increase and was largely responsible for the excess of expenses over income.

The TRAIN DISPATCHER is an attractive and informative craft magazine which also serves as the prime medium for passing along useful

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information to our individual members.

Administrative expenses have continued to increase as a result of inflation. A significant administrative expense increase is the \$20,333.47 increase for legal service, a necessary expense to preserve our present status and to allow providing the aggressive and meaningful representation which has become of the utmost importance. The A.T.D.A. has enjoyed considerable success in legal actions solely confined to train dispatcher matters. The legal expense total of \$22,702.61 includes separate A.T.D.A. actions as well as joint actions in which we must necessarily participate.

Our sincere appreciation is hereby expressed to the Headquarters staff for their continued courteous cooperation to us in gathering information for this report.

/s/ H. T. Story  
/s/ W. W. Mix  
/s/ J. P. Erickson



### Early Day Naval Mine

**FLOATING DOWN THE RIVER** — A new type of naval mine, built by industrious American artisans, threw a terrific scare into the British fleet anchored in the Delaware River near Philadelphia. While these "infernal machines" didn't sink any ships, they did help boost Americas morale during the hard winter of 1778.

Politics makes strange bedfellows — wary.

\* \* \*

The senior citizen who is living in the past still has to pay today's prices.

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## recent board awards

By J. P. Erickson



The National Railroad Adjustment Board is designed to accomplish the general purpose of providing a forum for the prompt and orderly settlement of all disputes growing out of grievances or out of interpretation or application of agreements covering rates of pay, rules or working conditions. The soundness of the agreement or

rule must be tested on the basis of the evidence or facts presented in the docket before the National Railroad Adjustment Board.

The Board rejects new evidence as in *Award 21236*, a discipline case, which states:

"Throughout the record the suggestion is advanced by claimant that supervisor Stogner was out to get his job. For the first time before this Board it is pointed out that the confrontation with claimant was staged with a large number of witnesses present. It is claimed this was a 'highly irregular' way to handle the matter. It is pointed out that responsible carrier officials would not permit claimant to drive home if he was as intoxicated as they claim. Presumably, the argument is advanced that there is more here than the record shows. The only answer we can provide to these new suggestions is that they are highly speculative and, moreover, they may be outside the ambit of our consideration. This Board is limited to a consideration of evidence developed on the property. The matter of Stogner's alleged bias was alluded to on the property, of course, but it never got beyond the accusations attributed to claimant. It is too late to develop this approach when the case has reached this Board. That should have been done on the property where it could be tested in the same way as other evidentiary material."

The Board cannot change an agreement as shown in *Award 21235* stating:

"Certainly, we agree with the number of Awards cited by Carrier which preclude this Board from re-writing the rules of Agreements, or injecting our 'predilections as to what is fair, just and equitable.' But, a sustaining Award here does violence to none of the Awards cited by Carrier.

"Surely, it is necessary to consider all rules when an action is taken, and when that action is under review and scrutiny by this Board. Basically, Rule 42 does not permit a reduction

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of days for regularly assigned employees and/or positions below five per week. In order to permit the results herein, we require a clear showing that some other provision of the Agreement dictates such result, and we are unable to find such a showing. On the property, there was reference to a 'practice here at Bellevue' concerning re-advertising former positions, but we do not find mandatory contractual language. In short, we find nothing to suggest that Carrier could not have complied with the Agreement requirements concerning the filling of Position 363 in an orderly fashion, and at the same time, permit Claimant to continue working in such a manner so as to avoid the loss of two days' pay. We do not feel that said result rewrites the Agreement in any manner, but rather, it gives effect to the Agreement considered as a whole."

The agreement rule must be reasonable as shown in the Second Division Award 7130 stating:

"\*\*\* At the fourteen minute investigation, the Carrier offered evidence to show that the Petitioner was in fact indicted and thereafter was in fact arrested. The Petitioner was questioned on this topic and agreed that he had been indicted by the Grand Jury and thereafter was arrested (Carrier's Exhibit A, p. 4). No evidence, proof or testimony whatsoever was introduced that would tend to show that the Petitioner was guilty of the indictment, that of taking three copper bars weighing 266 pounds each from a certain railroad car.

"We disagree with the Carrier as to the crux of this case, as stated above. The initial question for us is whether the applied portion of Company Rule 'P', 'the arrest of an employee by proper police or legal authority with resultant filing of charges...is sufficient cause for discipline,' is a reasonable rule? We find that it is not. We find such a rule, as applied in the instant case, to be manifestly unreasonable. Certainly the Carrier has the right to establish reasonable operating rules, but to have a rule that subjects an employee to discipline—the ultimate discipline of dismissal—on the sole basis of the employee having been arrested and charged with a crime, is contrary to reason and fundamental fairness. It is a harsh fact of life in our society that innocent persons may be erroneously arrested and charged with a crime, only to be later fully exonerated at a trial when the individual's case(s) are fully presented before a judge and/or jury. Such is what happened in the instant case, and the Carrier based on Rule 32, is responsible to pay this fully exonerated employee for all time lost, less any amount earned during the period of dismissal.

"We need not consider the Civil Rights Act aspects of the case as contended by Petitioner and the ramifications of decisions by the EEOC and the courts on the use of an arrest without conviction against an individual in employment situations, since on its face the applied

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portion of Rule 'P' is unreasonable. A caveat is added, however, that this case is strictly limited to the established facts: It does not involve a situation where the Carrier has met its burden of proof, having presented substantial evidence on the merits of the wrongful conduct of the employee, and thereafter a state or federal court has, for example, 'continued the case without a finding.'

The use of language in the submissions to the Board is not a substitute for evidence or facts as stated in Fourth Division Award 3384 stating:

"First it must be noted that both parties alliterative allegations, albeit accentuating ancillary arguments, do little to persuade. The quality of Petitioner's prose is not matched with the logic of its position. There is no evidence to establish a consistent past practice of paying claims without question to all claimants who were injured; in fact there is no evidence but for Carrier's admission of the two exceptions noted above. On its face, the rule gives Carrier the right to exercise discretion, within the framework of practice, for each case. There has been nothing presented herein to indicate that Carrier's judgment in this case was improper in any respect; there is no provision in the Rule for automatic payments for injuries."

The agreement, if clear, prevails over past practice as shown in Award 21130 reading:

"Apart from this position, the Employees also contend that the Carrier's Canadian employees have received noon meal expenses over a long period of time and that such past practice has just recently been terminated. In this regard, the record reflects that there have been cases in the past where a supervisor on his own initiative authorized the reimbursement of meal expenses by the Carrier; however, the record also reflects that these decisions have been made by employees who do not have the authority to bind the Carrier at a policy-making level. Prior Board Awards have recognized that actions taken by an operating officer do not constitute a binding interpretation of the Agreement and that such an interpretation can only result from the actions of the General Chairman and the designated officer of the Carrier. Third Division Awards 18064 and 18045. The Employees have failed to offer any evidence to show that an authorized officer of the Carrier has interpreted the two agreements to sanction the reimbursement of noon-day meals for Canadian employees, and thus the Employees' evidence falls far short of showing a firmly established past practice which could prevail in this case. Even if a past practice had been established, prior Board decisions have held that unambiguous provisions of the Agreement prevail over conflicting practices. Third Division Awards 17916 and 13994. Based on the foregoing and consideration of the whole record, it is clear that Rule 209 of the Signalmen's Agreement was intended to cover the Claimants in this case. Consequently, their claims must be denied."

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If the agreement is not clear the Board will consider the custom and practice to interpret the rule but not to make or create a rule as in *Award 21218* reading:

"Carrier's first defense to the claim is that a dispute within the meaning of Section 3, First, subsection, (i) of the Railway Labor Act, does not exist because claim is not 'predicated upon any provision of the Signalmen's Agreement.' Carrier has taken that position because the employes have recognized that Rule 14 does not contain language which specifically covers the payment of a meal allowance. However, the employes have taken the position that the meal allowance was paid as part of a mutually understood meaning of Rule 14. Clearly a dispute exists over the application and interpretation of the Agreement which is within the jurisdiction conferred upon this Board by the Railway Labor Act.

"In their presentation of the case the employes have referred to the parties' Merger Protection Agreement. A large number of cases have held that the proviso in the Merger Protection Agreement means that disputes arising under that Agreement must be referred to the Disputes Committee established for that purpose. There is, however, no reasonable application of the Merger Protection Agreement in this case since it has its origin in the parties' Schedule Agreement.

"There is no evidence that any mutual understanding ever took place which resulted in payment of the meal expenses. Carrier, at some point, unilaterally undertook the payment. It is equally clear that Rule 14 does not in any way provide for the payment of meal expense. This is not a case in which the payment came about as a result of a mutually understood and agreed interpretation of ambiguous language. The employes have stated that the payments had been made 'without benefit of an actual rule stating that the meals would be paid for.' That statement is no more than the admission of an obvious fact, since it is apparent that the employes could not have contended to the contrary, given the language of the controlling Agreement. There is no doubt that the practice has been to pay meal expenses for employes working overtime. It is equally certain that no provision in the Agreement even arguably supports the practice and that Carrier made the payments on a unilateral basis without having reached any understanding with the employes that such payments would be made.

"The Board has long recognized that custom and practice can be used to give meaning to ambiguous language since it then shows what the parties themselves have held the language to mean. In this case we are faced with an entirely different application of custom and practice because there is no ambiguous language for the practice to give meaning to. A long series of cases, decided by this Board, have held that Carrier may discontinue a prac-

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tice which it has begun unilaterally, which is not the result of an understanding with the employees, and where such practice is not supported by an agreement rule. In those cases the Board has felt bound by its statutory function, which is to settle disputes over the meaning and application of agreements. It has long recognized that it is without jurisdiction to make an agreement for the parties, where they themselves have not done so. The Railway Labor Act provides another avenue in the event the Carrier makes a change in working conditions which is not in conformity with its obligations under the Act. Nothing in the Act or in the awards of this Board gives the Board the Authority to impose an agreement, where none exists. That is the basic posture in which claimants find themselves.

"It is not difficult to understand either the chagrin of the employees who see a payment they had been accustomed to receiving withdrawn; or the Carrier's view that it is not obligated to continue a payment which is not authorized by the Rules, despite the fact that it has continued over a long period of time. There are cases which appear to be out of the mainstream of the Board's holdings and which indicate that a practice which continues for a period of time becomes the rule, regardless of the fact that there is no agreement or rule to support them. The Board does not believe that those cases reflect the majority holdings of this Board and declines to follow them."

The Carrier as well as the Employees can be required to defend against the history, custom and practice showing as in Fourth Division Award 3388:

"Nowhere in the record does the Carrier categorically deny the work performed by the Director of Tower X is exactly as contained in each of the claims. Nor is there a denial that yardmasters at this yard instructed train crews how and where to yard their trains. The only real question before this board is whether or not on this property this work belongs exclusively to yardmasters.

"Carrier relies heavily on Award 3232 on this property. We do not believe that this award is a precedent sufficiently relevant to invoke the principle of stare decisis. There is no serious disagreement in the instant claims before this board that the Carrier had the right to rearrange the yardmaster positions at Boston. Carrier alone has the right to determine when and how many yardmasters are required, provided, however, that employees of no other craft perform work which belongs exclusively to yardmasters. Award 3232 states that: 'The record is totally barren of evidence that yard clerks or other employees performed any work belonging exclusively to yardmasters'.

"In the claims before this board now there is evidence that yardmasters had for many years prior to February 14, 1975, exclusively directed train crews when, where and how to yard their trains at this yard. Carrier has of-

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ferred no probative evidence that employees of other crafts have also directed train crews on yarding of trains. A statement that no yardmaster's duties were performed by other classes of employees is a mere assertion and not evidence. Carrier concedes the statements in each of the claims and it has offered no evidence to rebut the fact that by history, custom and practice on this property instructions to yard trains came exclusively from yardmasters. As such it has become work that belongs exclusively to them."

The Board in *Award 21107* considered a non-discrimination rule reading:

"The parties to this agreement pledge that there will be no discrimination against any employee because of race, color, creed, national origin or sex. This obligation to not discriminate in employment includes, but is not limited to placement, upgrading, transfer, demotion, rates of pay or other forms of compensation, selection for training including apprenticeship, lay-off or termination."

The question was Carrier's failure to allow the employee to obtain a job in the exercise of seniority based on a job-related test. The Board denied the claim ruling on the discriminatory treatment contention, viz.:

"Claimant did not successfully pass the test, and this was made the *determining* factor by Carrier that she did not have sufficient fitness and ability.

"A determination of how much weight should be given test results, along with other relevant factors, is a matter of judgment. When such judgment is exercised honestly and upon due consideration, it is not arbitrary action even though there may be room for two opinions.

"There is nothing in the record which indicates unjust treatment or an arbitrary and or capricious judgment on the part of Carrier. This Board will not set aside Carrier's judgment of fitness and ability unless it is arbitrary or capricious or has been exercised in such a manner as to circumvent the Agreement. We are not permitted to blithely substitute our judgment for that of Carrier in disputes of this type under our limited review authority.

"Moreover, we have held that for the Board to set aside a Carrier's judgment the record must contain substantial evidence of probative value that the Claimant possessed, at the time, sufficient fitness and ability to perform the duties of the position which she sought. The record in the instant case is barren of such evidence that would support a finding that Claimant possessed the indispensable fitness and ability. Claimant herself testified that she would need 'a small length of time and some help' in order to do the work in the department.

"Finally, on the issue of 'discriminatory treatment,' Claimant argues that since the test was not properly validated in accordance with

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Title 41, Chapter 60 of the Federal Code, and therefore, also violates Rule 2 on Non-Discrimination.

"This Board is not empowered to interpret or enforce federal laws or regulations dealing with test validation. Claimant must apply to the Equal Employment Opportunity Commission for relief under Title VII of the Civil Rights Act in that regard."

The Board in *Award 21122* considers a dispute wherein Claimant was alleged to have submitted a fraudulent claim to collect sick pay and the Claimant was dismissed. The Board in sustaining the claim stated:

"Numerous prior awards of this Board set forth our function in discipline cases. Our function in discipline cases is *not* to substitute our judgment for the Carrier's *nor* to decide the matter in accord with what we might or might not have done had it been ours to determine, but to pass upon the question whether, without weighing it, there is *substantial evidence* to sustain a finding of guilty. If that question is decided in the affirmative, the penalty imposed for the violation is a matter which rests in the sound discretion of the Carrier. We are not warranted in disturbing Carrier's penalty *unless* we can say it clearly appears from the record that the Carrier's action with respect thereto was discriminatory, unjust, unreasonable, capricious or arbitrary, so as to constitute an abuse of that discretion.

"The term 'dishonesty' means misconduct that involves either money or property. It goes beyond misappropriation or theft in that it includes any conduct that tends to perpetuate a fraud on a carrier resulting in financial loss. A list of abuses in the category of dishonest acts would include taking or giving bribes, misusing carrier's records, tampering with vending machines, padding expense reports, and using carrier's funds for personal purposes. Falsifying work records or information on job applications are two particularly troublesome and common acts of dishonesty.

"Such dishonest acts as these, among others, have been established as providing just cause for discipline or discharge. The burden of proof rests with the Carrier, as always, and the punishment must be timely and befit the employee's work record. Because a charge of dishonesty reflects upon a person's character and standing in society at large, the evidence presented by the charging party, the Carrier, must be fully persuasive, i.e., truly substantial.

"This Board appears to agree generally that some discipline is warranted when an employee is proved to have falsified time or production records, employment applications or other Carrier documents. However, it must be shown that the act was a deliberate one with intent to defraud rather than a mere oversight or lapse of memory.

"Looking at the record as a whole, the Board finds there is *not* substantial evidence to sustain a finding of guilty." □

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1. *My railroad retirement annuity check was stolen from my mailbox last month. Is there any way I can avoid this in the future?*

Yes. You can have your annuity checks deposited directly into your savings or checking account at a bank, savings and loan association, Federal or State chartered credit union or a similar institution. That way, you won't have to worry about losing your check or having it stolen from your mailbox. Even when you are away from home, your check will be deposited into your account automatically and safely.

2. *How do I go about having my annuity checks deposited into my savings or checking account?*

When you get your next check from the Board, take that check to the financial organization where you have your savings or checking account and ask them to help you complete Form SF-1199A for direct deposit of your check into your account. Financial organizations will have that form on hand or they can obtain copies from the U.S. Treasury Department. They will complete part of the form and you will complete the other part. It is important that you have your check with you so that all the necessary information can be correctly entered on the form. The financial organization will then send the completed Form SF-1199A to the Board and we will begin sending your checks directly to the financial organization of your choice for direct deposit into your savings or checking account.

3. *How long after I apply for direct deposit will the Board begin sending my checks for direct deposit into my savings or checking account?*

It generally takes the Board 60 to 90 days to make the changes necessary for direct deposit. In the meantime, you would continue to receive your checks at your usual mailing address.

When direct deposit begins, your check will be deposited in your savings or checking account on or about the first of each month.

4. *Would I still receive notices from the Board at home?*

Yes. Initial annuity award checks, special accrual checks, and annuity adjustment checks, as well as any letters or notices from the Board, will still be sent to your home or mailing address. Only regular recurring monthly checks will be deposited in your savings or checking account.

5. *I'm planning to have my checks deposited directly into my checking account. Will I still have to notify the Board if I change my address?*

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Yes. It is important that you keep the Board informed of your current mailing address even though your annuity checks are sent for direct deposit into your checking account.

6. *I'll be retiring and applying for my railroad retirement annuity next month. When do I sign up for direct deposit?*

Your first annuity check will be sent by the Board to your home or mailing address. When you receive that check, take it to the financial organization where you have a checking or savings account to sign up for direct deposit. It will take the Board some time to process your direct deposit form, so a few more monthly checks will be sent to your home before direct deposit begins.

7. *Can my wife, who is receiving a railroad retirement spouse annuity, have her checks deposited directly into her savings or checking account?*

Yes. Any annuitant receiving recurring monthly checks from the Board can have these checks deposited directly into his or her savings or checking account. This includes employees and their wives as well as widows and other survivor annuitants.

8. *I plan to have my checks deposited directly in my checking account. If I later change my mind, can I have checks sent to my home?*

Yes. Simply notify the Board in writing that you wish to have your annuity checks sent to your home.

9. *Are all banks required to participate in the Direct Deposit Program?*

No. Banks and other financial organizations participate in the Direct Deposit Program voluntarily.

## Spoonerisms:

### 'Tips of the Slongue'

A man named Rev. William A. Spooner was warden of New College, Oxford, England in the early 1900's and was a famous classicist. Language students there remembered him for his famous slips of the tongue. "Work is the curse of the drinking classes," he once said when he meant, "Drink is the curse of the working classes." Some of his other amusing distortions include, (when addressing a rural audience) "Noble tons of the soil," (when observing a fight) "He delivered a blushing crow." Perhaps his best known blooper is the one he uttered in what was intended as a graceful reference to Queen Victoria. This one came out as "the queer old dean," instead of "the dear old Queen."

Over the years such errors have become known as "Spoonerisms," and many linguists now think that certain kinds of slips of the tongue may reveal a lot about the way language is stored and structured in the brain.

Dr. Victoria Fromkin, chairman of the department of linguistics at UCLA, says, "Speech is the window into the cerebral life." In the last eight years Dr. Fromkin has collected more than

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7,000 slips of the tongue. She thinks that a thought exists initially as energy patterns in the brain. Before it is articulated, two things occur: The brain selects a grammatical framework in which to cast the thought; then chooses specific words to express the idea. Slips of the tongue can occur anywhere during the process, she says, and they reveal that "some kind of grammatical casting always precedes word selection."

When a consonant and a vowel are interchanged, for example, the accompanying article is usually correct; as in "a burly bird," instead of "an early bird." According to Fromkin, the mind started off with the abstract notion that it needed an article, but only after a specific adjective was selected, was the correct article chosen.

Other slips of the tongue show that the construction of phrases, and entire sentences, is not done piecemeal. "On the nerve of a vergous breakdown," is a slip, says Fromkin, that could not occur unless the entire expression had existed in the brain before it was uttered.

Other researchers working with brain damage patients have found that certain individuals suffer from the problem of anomia, the loss of nouns. Asked to name a comb when one was shown to him, a person who is afflicted with anomia can express the object only as some other part of speech, such as a verb: "You comb your hair with it." This has led some linguists to speculate that prepositions and nouns, for example, may be stored in different areas of the brain.

Such "tongue-slips," on the other hand, may not result from brain damage at all, but may result from working or speaking under stress, mental or physical fatigue, and sometimes is a characteristic of people of advancing age. Public speakers, radio and television announcers, and even preachers have all been guilty of these lapses in vocal expression. In fact, whole books have been written which are made up of a collection of speech errors made on the air by radio and television broadcasters.

## **Aetna Official Outlines Details of RR Dental Plan**

An official of Aetna Life and Casualty Co. has explained to the American Dental Association the specifics of the Railroad Employees' National Dental Plan, which became effective on March 1 of this year.

According to R. Thomas Brown, manager, life and health division, claim department, the dental package provides benefits to more than 1.5 million rail employees and their dependents living throughout the United States and Canada. The coverage involves approximately 300 different railroads.

Claims are processed on the basis of the state or province where the employee resides. Twenty-nine paying offices have been designated.

"Before Aetna is able to process a claim for payment, it is necessary to determine an em-

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ployee's eligibility which includes a one-year of service requirement," Brown stated. "This means that a certification request must be sent to one of the 300 railroads depending upon the employee's employment."

Brown further explained that "each railroad has their own internal system whereby eligibility information is furnished to Aetna. Regardless of the system used, there are some delays caused by the use of the mails in addition to the time required to provide the information requested."

"Recognizing that one of the most important parts of effective dental claim administration is promptness in handling all submissions, but especially those for predetermination of benefits," Brown continued, "Aetna will immediately respond to a predetermination request without first determining eligibility from the railroad. By immediately providing the employee and the dentist with an idea of what benefits are available, potential problems and misunderstandings that might result from delays in the commencement in a course of treatment are eliminated."

Brown added that Aetna will put a stamped message on the attending dental statement stating that the benefit is estimated and payment will be made only if the patient is eligible for coverage at the time services are rendered. Eligibility will be determined when claims are received for payment.

Brown also stated that Aetna is presently working with the railroads to develop a uniform eligibility system.

### Bread — Sugar

American bakers may soon be producing a loaf of sugarless bread that is three cents cheaper, 50 per cent higher in protein and less fattening than today's bread, a cereal chemist says. Sugar currently constitutes almost 8 per cent of the content of American bread, according to Karl Finney of the Agriculture Department's Marketing Research Center in Kansas. Since soaring sugar prices have forced bakers to the economic wall, Finney is publicly urging them to adopt the sugarless formula that he has spent three years developing. "If sugar prices remain high, baking companies will look at what Finney is saying," says R. E. Pyler, editor of Baker's Digest in Chicago. "Sugar prices are hurting bakers horribly, and they're extremely interested in getting around using all that sugar."

*Quote Magazine*

### Most Bosses Pay Workers' Insurance

The bulk of the cost of group health insurance for workers is paid by their employers, the Health Insurance Association of America reports. Half the workers covered under group medical plans now have the premiums paid in full by employers, often as a result of labor-management negotiations, while fewer than one in 100 workers pays the entire cost.

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## Status of Disputes Submitted by A.T.D.A. to Third Division National Railroad Adjustment Board

Docket No.	Railroad	Subject of Dispute	Submitted	Status as of 11-2-76
TD-20883	BN	Blanking-Combining Positions (Hannibal).	5-24-74	Assigned to Referee Sickles.
TD-21001	SCL	Compensation-Travel-Time (Hughes, Serwe, Driver).	9-17-74	Assigned to Referee Bailor.
TD-21065	N&W (NYC&StL)	Discipline (Semones).	11-7-74	Assigned to Referee Sickles.
TD-21187	BN	Compensation-Attending Investigation (Spade-Bell).	2-5-75	Assigned to Referee McBrearty.
TD-21162	DM&IR	Compensation-Rest Day (Lyons).	4-23-75	Assigned to Referee Bailor.
TD-21340	BN	Discipline (Hart).	5-13-75	Assigned to Referee McBrearty.
TD-21517	DM&IR	Blanking Position for Relief (Kennedy).	10-7-75	(a)
TD-21568	BN	Compensation, Rest Day Service Attending Investigation (LaMon).	11-10-75	(a)
TD-21674	SP (T&L)	Compensation-Guaranteed Assigned Dispatcher-Off Assignment (Brock).	1-15-76	(a)
TD-21670	AT&SF	Transfer of Work (TCS Bandini-Los Nietos).	1-20-76	(b)
TD-21692	BN	Compensation-Relief of Chief Dispatcher (Grand Forks).	3-2-76	(b)
TD-21813	L&N	Discipline (Greene).	5-5-76	(b)
TD-21787	Soo	Extra Work (Enderlin).	5-13-76	(b)
TD-21762	BN	Compensation, Time Traveling and Attending Investigation (Sheuerman).	5-25-76	(b)
TD-21781	IHB	Discipline (Hurlbutt).	6-10-76	(b)
TD-. . .	L&N	Force Reduction on Holiday (Cole).	10-29-76	(c)
TD-. . .	L&N	Force Reduction on Holiday (Sherrill).	10-29-76	(c)
TD-. . .	L&N	Force Reduction on Holiday (Wagers).	10-29-76	(c)
TD-. . .	L&N	Force Reduction on Holiday (Wilson).	10-29-76	(c)
TD-. . .	L&N	Force Reduction on Holiday (Cummins, Mullins, Wilson, Treadway).	10-29-76	(c)

Explanation of reference marks in "Status" Column

- (a) Awaiting referee assignment.
- (b) Awaiting rebuttals.
- (c) Awaiting Ex Parte.

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## washington report

By Michael Marsh

### Labor's Legislative Program

Railway labor is working on its legislative program for the next Congress after faring quite well in the 94th Congress, which began its sessions in January 1975 and adjourned early last October. This was achieved in part because rail union leaders were often able to negotiate a common position ahead of time with the railroad managements and then present this position to Congress.

Much of the progress was made despite sniping from Transportation Secretary William Coleman Jr. and his aides. They sought to reshape and truncate the nation's railroad system according to their own ideas. Here's a summary of the chief results for railroaders out of the 94th Congress:

- Early this year Congress passed the \$6.4 billion Railroad Revitalization and Regulatory Reform Act. This authorized a government investment of up to \$2.1 billion in the new Conrail system, up to \$1.8 billion through Amtrak to upgrade the Northeast Corridor line for high speed rail passenger service, plus loans and loan guarantees of up to \$1.6 billion to improve other rail facilities and equipment. The law authorized federal subsidies for rail branch lines and commuter service, and imposed various regulatory reforms.

Later Congress appropriated the money needed to get Conrail started on April 1. At the end of the sessions a "Son of Conrail" bill was passed and later signed into law by president Ford. This made adjustments in earlier legislation involving Conrail, Amtrak and the railroads. This bill also authorized \$900 million in operating subsidies for Amtrak over the next two fiscal years, plus \$130 million a year in grants for new Amtrak equipment and improvements.

- In 1975 Congress approved a long-needed boost in the ceiling for rail unemployment and sickness benefits. The ceiling went to \$24 a day in 1975, rising to \$25 in 1976. Earlier it had been \$12.70.

- Last June Congress passed legislation strengthening railroad safety laws, authorizing up to 500 railroad safety inspectors and up to 45 signal and communications inspectors. The same measure extended the Hours of Service Act to signalmen.

- A set of Railroad Retirement Act technical amendments was approved just before Congress adjourned. These followed upon the massive restructuring of the Railroad Retirement system to place it on a sound financial basis, and to improve benefits. Also the retirement tax on rail workers was pared to the Social Security level.

- Two legislative measures fought by the rail unions and the railroads failed to pass in this

year's session of Congress. These were bills to (1) encourage coal slurry pipelines and (2) expand commercial navigation on the upper Mississippi by funding a huge new lock at "Lock and Dam 26" above St. Louis. Both these measures, if enacted, would drain traffic from the railroads.

Though these two bills were squelched in 1976, rail union legislative experts warned that they'll undoubtedly be revived when the new 95th Congress opens in January.

Rail unions gained two other defensive victories also during the 94th Congress. They helped to stop an attempt to knock out the money for protecting rail-highway grade crossings from the federal aid highway bill. They also helped to block a Ford Administration effort to make rail unions and managements pay the expense of neutral arbitrators in Railway Labor Act cases. The government has always paid for these neutrals.

### Conrail's Challenge to Labor and Management

"Today railroad management and labor on Conrail are presented with an opportunity unique in the history of this industry, as well as a severe responsibility—a responsibility to exercise our best efforts, both separately and jointly, to insure Conrail's success as a viable, efficient railroad carrier."

Those words come from C. J. Chamberlain, chairman of the Railway Labor Executives' Association, who's also president of the Railroad Signalmen. Chamberlain was speaking in Boston some weeks ago at the annual convention of the Association of Railroad Editors.

Chamberlain pointed out that an RLEA subcommittee, composed mostly of union vice presidents, meets regularly with high Conrail officials. Their aim, he noted, is to forestall labor problems "before they get out of hand"—and this is "being accomplished."

That's in line, he noted, with the "unparalleled joint effort" by rail managements and unions that helped persuade Congress to create Conrail so as to rescue Northeast-Midwest rail service.

More gloomily, Chamberlain warned that "over and over again the present Administration, through its Department of Transportation, has sought the enactment of amendments to the Regional Rail Reorganization Act which would severely restrict, if not prevent altogether, Conrail's ability to become a viable rail carrier."

First, Chamberlain said, the Department of Transportation "vigorously opposed effective employee protective provisions." When that failed, they "bombarDED Congress" with amendments, aimed to let the Department "redesign the railroad face of America according to its whim, regardless of the long-term tragic effects to this nation." Basically, he indicated, Coleman and his aides want to cut the rail system down to a core of "lucrative high-density lines" and let the rest go.



Chamberlain voiced an urgent hope that new leadership in the Department of Transportation in January will change this dangerous situation.

### Our Congressmen — Right or Wrong

Key voting records for U.S. senators and representatives have now been compiled by the Railway Labor Executives' Association, covering the 94th Congress. In both House and Senate, 10 key rollcalls were selected as most important to railroaders during the 1975-76 period.

A substantial number of legislators emerged with 100 per cent "right" vote counts, with many more approaching or exceeding 90 per cent "right." A number, however, scored 100 per cent "wrong." The RLEA points out that these voting records are only one out of several tests needed to judge a legislator's friendliness to railroaders—but they are an important indicator.

Among the U.S. senators, here's a list of those rating 100 per cent in the RLEA tally for 1975-76:

California—Tunney; Connecticut—Ribicoff; Hawaii—Inouye; Illinois—Stevenson; Indiana—Hartke, Bayh; Iowa—Clark, Culver; Kentucky—Huddleston, Ford; Maine—Muskie, Hathaway; Maryland—Mathias; Massachusetts—Kennedy, Brooke; Michigan—Hart; Minnesota—Mondale, Humphrey; Montana—Metcalf; New Hampshire—McIntyre, Durkin; New Jersey—Case, Williams; New York—Javits; Ohio—Glenn; Pennsylvania—Schweiker; Rhode Island—Pastore, Pell; South Carolina—Hollings; Utah—Moss; Vermont—Stafford, Leahy; Washington—Magnuson, Jackson; West Virginia—Randolph; Wisconsin—Nelson.

At the other extreme are those senators listed by the RLEA as voting 0 per cent "right" for railroaders in the 94th Congress. These include: Arizona—Fannin, Goldwater; North Carolina—Helms; Oklahoma—Bellmon, Bartlett; South Carolina—Thurmond; Virginia—Scott.

Also, 85 House members voted 100 per cent "right" while a dozen voted 100 per cent "wrong."

### Jimmy Carter

I don't give a damn what Jimmy Carter's religion is, any more than I cared about what gods John Kennedy or any of the others spoke to. There are more important considerations—Is he a good man? How's his record so far? Would he pull a Watergate? Do his neighbors like him?—and I am reminded of something my dad said many years ago on a Sunday morning when, once again, he had been scolded by my mother as she went off to church and left us behind. "I don't know much about that God stuff," he said. "But I always figured if a man treated the next fellow right, he had religion."

*Paul Hemphill  
in Harpers Weekly*

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## editorial pickings

*(The editorials selected for this department do not necessarily reflect the views and policy of the A.T.D.A., but are presented as a cross section of the positions taken by other publications. Editor)*

### THIS AIN'T THE WAY TO SAN JOSE

*From The Chicago Tribune*

The Southern Pacific Transportation Co. has made an extraordinary proposal in trying to rid itself of the losses involved in running commuter trains between San Francisco and San Jose. It has offered to spend \$6 million on 1,000 air-conditioned vans, which it would give to its 8,000 commuters in exchange for their agreement to quit depending on its commuter service.

As an attention-getting gimmick, the SP rates four stars for this one. The horse and buggy, though, would provide a better answer to the problems of urban mass transportation.

The SP proposal is worth mentioning not as a solution but rather as a symptom of the serious problem of expecting private companies to absorb the losses of commuter service, a problem exacerbated by plodding regulation.

The SP cannot be blamed for wanting to dump an operation which it expects will lose \$9 million this year, especially when the California Public Utilities Commission has been sitting for two years on a request for a fare increase. But dumping thousands of commuters off trains and onto the highways—even if they are seated eight to a van in air-conditioned comfort—hardly qualifies as good transportation policy, especially when energy is likely to become more of a problem, not less.

There is little chance, of course, that the van plan will be carried out. It would have to win not only the favor of commuters, a class not given to innovation, but also the approval of the public utilities commission, part of a regulatory class not given overmuch to innovation.

A better solution might be to revive an earlier SP proposal to sell its commuter service to a yet-to-be-organized public transportation agency which would operate the trains along the San Francisco peninsula, connecting with the Bay Area Rapid Transit system.

A possible middle ground, public subsidies for the SP's losses, is rejected by the SP on philosophical and operational grounds.

The answer to public transportation in San Francisco, or Chicago, or anywhere else, certainly is not to abandon an operation that is efficient from the important standpoints of energy and environment in favor of putting more vehicles on the highways to consume more fuels and produce more pollution.

But if the public interest requires such a service as rail commuter service, then that service

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must generate enough money to meet its costs, either through the pure economic function of prices, or a combination of prices and public funding.

The Tribune long shared the SP's aversion to public subsidies for mass transit; but the energy and pollution problems and the cost of building new highways have changed our mind. To the extent the Southern Pacific's rather bizarre proposal drives that point home, it is a significant step toward progress. To abandon a railroad service which has existed in San Francisco for 112 years would be a significant step in the opposite direction.

## BIG TRUCKS? JUST YOU WAIT

*From Locomotive Engineer*

A U.S. federal task force has now come up with a "Commercial Vehicle Post-1980 Goals Study" which predicts the coming of a fleet of supertrucks. If the prediction is right, by 1990 we'll be competing for space on American interstate highways with trucks half again as heavy as today's highway giants — wider, longer, and with two and sometimes three trailers.

The report proposes boosting interstate-highway truck-weight limits to 120,000 pounds from 80,000.

It recommends increasing truck-width limits to 102 inches from 96 inches.

It suggests a limit of 45 feet in single-trailer length, without regard to the overall length of truck and trailer.

It calls for use of two-trailer units (doubles), each trailer up to 28 feet long.

It says three-trailer units (triples) should be allowed under a special permit.

It endorses improving interstate highways, bridges and main non-interstate arterial routes to permit operation of the heavier vehicles.

It proposes higher highway use taxes on the super-trucks to pay for road improvements to accommodate them.

The reasoning of the report is that expanding the size and weight limits of heavy trucks will move more freight in fewer vehicles, contribute to highway safety (honest, that's what it says) and save fuel.

The report is, it should be noted, still in draft form, and it says it "is not, at this juncture, an official policy statement of any of the participating agencies, but rather it is to serve as a focus for policy development for all organizations which must deal with the energy problem."

The President's Energy Resources Council inspired the study, drawing on representatives of a half-dozen federal agencies under the guidance of the Department of Transportation.

All in all, it looks like the railroad industry and railroad labor will have their work cut out for themselves in protecting our common interests and the public welfare if and when serious attempts along the lines of this new big-truck report are made.

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## conversation pieces

There is a sign on a shop door in a town in Southern California reading:

*Nobody tells me what to do*

*Open about 10:00 a.m.*

*Close around 5:15*

*Gettin' old.*

\* \* \*

Women own one out of every 22 business firms in the U.S., most of them in personal service and retailing. Of a total of 402,000 firms, 17 per cent are personal service operations, 16 per cent are retail businesses, 7 per cent are contractors and real estate operators, 7 per cent are eating and drinking establishments and about 5 per cent are business services. Ninety-eight per cent are sole proprietorships.

\* \* \*

The following ad appeared in the *Cadillac, Mich., News*: "PUPPIES TO GIVE AWAY—seven weeks old. If you are looking for a part-cocker/part-terrier puppy, this is it. (Or if you prefer part-terrier/part collie or part-cocker/part St. Bernard, this still may be it.) Can furnish papers—a week's supply."

\* \* \*

Mike Welu, a sixth-grader in Dubuque, Iowa, attached a Bicentennial greeting to a helium-filled balloon and released it. Steve Panek, a sixth-grader in Venice Center, N.Y., found the partly deflated balloon and mailed Mike a letter, returning the sentiments. The balloon, traveling at an average speed of 30 m.p.h., made the 800-mile trip to Venice Center in just over 25 hours. It took Steve's letter four days to make the return trip by mail.

\* \* \*

A first-grade teacher in Bald Knob, Ark., walked into her classroom and found two of the boys galloping up and down the aisles apparently playing horse and cowboy. The cowboy was yelling "Giddy-up," and pointing his finger at each classmate as he passed. Each child would shout, on cue, either "Ford," or "Carter!" After the teacher restored order she learned the boys were doing a Gallup Poll.

\* \* \*

The Thermatrol Corp. of Madison Heights, Mich., says it has developed a new control instrument called Automatic Dial-Down. After you set this new control device once, it automatically dials down your furnace thermostat each night, then up again in the morning, always maintaining the desired temperature, claims the maker, cutting heating costs as much as 16 per cent.

\* \* \*

A pet shop in a Pittsburgh, Pa., suburb specializes in fish. The shop owner, Lee Cummins,

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makes house calls to minister to sick fish. He says the most common cause of fish sickness is overfeeding. He says fish also suffer from heart disease, high blood pressure, constipation and even headaches, which are caused by people tapping on the tanks to get the fishes' attention.

\* \* \*

The only countries in the world that still haven't embraced the metric system are Burma, Brunei, Liberia, Yeman and the U.S.A. A bill committing the U.S. to conversion is now in Congress and is expected to pass within a year.

\* \* \*

Is fiction a dying art? According to *Publishers Weekly*, U.S. publishers turned out 1,704 works of hardcover fiction in 1975, which seems impressive until it is compared with the 27,841 non-fiction titles published during the same period. These included 4,667 titles in Sociology and economics, 2,322 in science, and 2,235 juvenile titles.

\* \* \*

A Philadelphia doctor warns frisbee flingers that the activity is harmful to their health. He does not elaborate how one's health may be adversely affected, but suggests to manufacturers that in verse they, "Have printed on each disk, You toss this plate at your own risk."

\* \* \*

Care to make a guess on how many presidential candidates were registered with the Federal Elections Commission in 1976? The answer is 179.

\* \* \*

Vice President Duane Chandler sends us this item from *The Wall Street Journal*: Bob Troup, who has sold baby chickens, geese and turkeys to farm flock owners from the same Cedar Rapids, Iowa, location for the past 15 years, says his telephone has been busier since massage parlors started blossoming. Seems strangers visit town, thumb through the yellow pages of the phone book, and get the wrong idea about his company. It is called Elite Chicks.

\* \* \*

### Dominoes: Origin of Name

The game of dominoes was first played by French monks who used square stones with spots marked on them. It is said that, at the end of each game, the winner would recite the first line of the vesper service, "Dixit Dominus Domino Meo." As the game became more popular, the recitation was shortened to just the one word, "Domino."

\* \* \*

The house is quiet, cold and bleak,  
I hear the faucet's drippy leak,  
I walk and hear the floorboards squeak —  
The grandkids have been gone a week!

M.B.G.

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This is the side you didn't see on television. On the other side, it reads IC RR Engine 382. And while you can't see him, at the throttle was Bill Purdie, Southern's master-mechanic-steam, playing the role of Engineer Casey Jones.

## rail remnants

### Sears Roebuck Has Everything But a Steam Locomotive

*From Southern Railway's 'Ties'*

**Question:** What's that steam engine coming down the track?

**Answer:** It depends on which side of the tracks you're on.

On one side of the track it's Savannah & Atlantic No. 750. On the other side it's Illinois Central Railroad No. 382. That's the engine that was throttled by Jonathan Luther (Casey) Jones, the engineer of folklore fame who met his death in a train wreck on the IC in April 1900.

Actually, you'd be looking at S&A 750, an engine owned by the Atlanta Chapter of the National Railway Historical Society. (In 1962, the S&A donated the engine to the chapter.

S&A is now part of the Central of Georgia, a Southern Railway System company.)

Confused? Well, you needn't be. Here's what happened: Sears Roebuck & Co. was running



Securing TV camera to locomotive to depict motion of driver wheels.



The Cardboard nameplate was taped to the side of the cab.

a series of television paint commercials in 1974. The series, "Great American Homes" advertised paint. Historic homes are painted with Sears' top-line paint.

Great American homes that have been painted



Televising the painting of Casey Jones' house.

include Mark Twain's boyhood home in Hannibal, Mo.; Nathan Hale's homestead, South Coventry, Conn.; the "Longwood" estate, Natchez, Miss.; Bethesda Home for Boys, Savannah, Ga.; Betsy Ross home, Philadelphia, Pa.; Buffalo Bill Ranch, North Platte, Neb.; Teddy Roosevelt's summer house, "Sagamore Hill," Oyster Bay, N.Y.; Booker T. Washington's home, Tuskegee, Ala.; John Paul Jones' home, Portsmouth, N.H.; and Sam Houston's home, Huntsville, Texas.

And now Casey's home in Jackson, Tenn., has been added to the list. It's been 76 years since Casey died at the throttle, but his fame has lived on in song and his home is now a museum that depicts Casey's period of American history. The home is owned by the city of Jackson.

For the Casey Jones paint commercial, Sears decided it would be nice to have an engine similar to Casey's steaming down the track. So Sears contacted Southern and arrangements were made to shoot footage near Griffin, Ga.

That summer an eight-man film crew from Chicago met at the Southern station in Griffin at sunrise. Their first job was to cover over "S&A" and "750" with "I.C.R.R." and "382" on one side of the engine and the front. Cardboard signs that had been made in Chicago were taped to the engine.

The film crew shot footage at several locations up until sunset. Sears, however, used only about 15 seconds of this footage for the commercial. The television appearance of the 382 (750) may

have been brief, but the steamer surely brought back long, pleasant memories of days when men like Casey were at the throttle.

## fifty years ago

From the December 1926 issue of THE TRAIN DISPATCHER: A picture of NP dispatchers at Tacoma in their office... Report of the meeting of the New York Assembly on Oct. 27... Brotherhood of Railway Clerks overthrew a company union movement on the GN... The employees' magazine of the C&O and Hocking Valley Railroads has a front cover picture of General Chairman Parsons of the C&O and Wooley of the HV... The National Catholic Welfare Council condemns yellow dog contracts, citing as an odious example a sample one on the KCS and T&FS Railroads... An announcement by CB&Q President Hale Holden said: "We announced three years ago that we intend to merge the properties of the GN, NP and CB&Q into one, and that intention still holds good. The difficulty has been with the legal steps that are required and we have been waiting for additional legislation by congress that will enable us to move forward" *Editor's Note: That 'intention,' expressed in 1926 was not accomplished until 1970...* An article is quoted from *Hygea* magazine in which women are warned that upon finding a lump in a breast, they should see their doctor without delay; that cancer of the breast often is first manifested by the appearance of such a lump... A Chicago firm, Famous Names, Inc., offers the names of celebrities who will give testimonials for advertising purposes... Among the celebrities listed by the firm are Lenore Ulric, Anita Stewart, Pauline Frederick, Bessie Love, Patsy Ruth Miller, Alan Dinehart and Johnnie Walker. Fees for such testimonials are listed, and the average is \$275... The Portland Cement Association announced that the nation's goal for paving roads during the year 1927 is 5,900 miles... Sample of 1926 humor, Billy: "Do you believe in Santa Claus?" Betty: "No, but I'm willing to be convinced."

## twenty-five years ago

From the December 1951 issue of THE TRAIN DISPATCHER: President Braese announces in his column *Comments on Current Events* that since Union Security Agreements were legalized by an amendment to the Railway Labor Act earlier in 1951, the A.T.D.A. has negotiated such agreements with 10 carriers, all in the Eastern Region... President Braese also refers in his column to a head-on crash between two passenger trains in 1950 near Lettsworth, La., in which 13 were killed and 82 injured. He said that accident was the result of unrecorded dispatching of trains by radio... In the column,

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Washington Reporter, written by Albert Jenkins, it is observed that while government officials who accept bribes make the newspaper headlines, and are usually jailed, nothing is usually said or done about those who offer or pay the graft and bribe; that for every bribe-taker there is a bribe-giver who is even more guilty. . . Members of the new Senate Committee on Ethical Standards in Government include, among others, Hubert H. Humphrey of Minnesota and George D. Aiken of Vermont. . . The National Safety Council predicted that the one-millionth traffic accident fatality will happen during the month of December somewhere in the U.S.A. . . The Third Division N.R.A.B. sustained two A.T.D.A. claims, one for a day's pay for Bro. L. L. Stanley of the SP because the carrier had arbitrarily changed the rest days of his position without giving 96 hours written notice as provided in the Agreement; and a claim against the K&IT for a day's pay for each of five dispatchers: C. C. Fears, Nova Corbett, T. J. Wright, J. C. Clayton and W. E. Murta for each day these men were not permitted to perform work to which they were entitled due to such work being performed by employees of other carriers who were not covered by the dispatchers' agreement. . . Missouri Pacific dispatchers of the Bush, Ill., office hosted a steak dinner at Murphysboro, Ill., for dispatchers from the Cotton Belt at Illmo, Mo.; the Frisco office at Chaffee, Mo.; and the GM&O office at Murphysboro. President Braese was also a guest. . . Bro. Tom Lacey of the PRR's Philadelphia office had two cartoons in this issue. . . Sample of 1951 humor: Mrs. Bragg: "My husband can't stand opera. The opening bars alone are enough to send him home." Mrs. Waggs: "You're lucky. It's the closing of the bars that sends my husband home."

## the old timers

### 25 Year Honor Members

In recognition of their 25-Years of Continuous Membership in the A.T.D.A., the following brothers have been awarded the special 25-Year Honor Emblem during October, 1976.

O. W. Becraft	PRR
F. C. Bullard	Sou
H. O. Carter	PRR
J. E. Coleman	NYC
J. H. Epting	Sou
C. J. Estep	NYC
N. C. Frizzell	CMS&P&P
P. E. Jones	B&O
E. C. Keefer	B&O
P. E. Mankins	CRI&P
F. W. Mascaro Jr.	NYC
J. D. Nichols	C&NWT
Clinton Peco	B&O
W. F. Shaw	B&O
W. D. Stevens	BN
F. H. Wald Jr.	BN
H. E. Welsh Jr.	PRR

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R. E. Cooper	AT&SF
R. S. Eno	D&RGW
A. G. Larson	SP
W. L. Long	PRR (Conrail)
C. M. Olson	CMStP&P
A. P. Thostensen	CMStP&P
J. W. Wright	PRR (Conrail)

Twenty-five Year Honor Emblems awarded  
in December 1976:

C. L. Anderson Jr.	AT&SF
J. E. Bedgood Jr.	Southern

## letters

### Letter from FW&D President To Tommy Stover, Following Retirement

Mr. T. E. Stover  
229 N. E. Cindy Lane  
Burleson, Texas 76028

Dear Tommy:

You have been gone from the dispatchers' office for about a month now and I have just found time to look back over your record—it is truly a remarkable record—for almost 30 years you worked as a dispatcher, with the many responsibilities involved and a very narrow margin for errors and there is not one mark against your record.

Tommy, this kind of dispatching is rare—and I do feel that the influence of your training and your impeccable character has produced some very good dispatchers to follow in your footsteps.

I want you to know that I do appreciate the job you have done for us during the 45 years of your railroad career and I hope you have many happy years of retirement and good fishing!

Sincerely,

G. F. Defiel  
President, FW&D

To err is human; to forget divine.

\* \* \*

An articulate man is one who can give directions without taking his hands out of his pockets.

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## retirements of members

### T. E. Stover FW&D

Retired on June 1, 1976: Thomas E. Stover of the Fort Worth, Tex., office, Fort Worth & Denver Railroad, after a railroad career totalling 45 years, of which 30 years were as a train dispatcher.



Bro. Stover was born at Shiro, Tex., on Dec. 31, 1912. His first railroad employment was as an extra agent-operator on June 15, 1931, at Concord, Tex. This was a joint FW&D and CRI&P office. He continued on the extra board until 1936 when he acquired his first regular assignment as joint agent of the

Burlington-Rock Island and International Great Northern at Singleton, Tex., remaining there until February 1943, when he bid in operator's job at Teague, Tex. He was promoted to train dispatcher on July 12, 1946, at Wichita Falls, Tex. He moved to Burleson, Tex., when the dispatchers office was moved to Fort Worth in 1969.

He has been an A.T.D.A. member continuously since September 1946, and was awarded the 25-year membership Honor Emblem in 1971.

Prior to retirement he was guest of honor at a coffee and cake retirement party hosted by fellow workers at which those workers and employees in other departments presented him with a CB radio, a cash purse of \$100, and other gifts. His children gave him a fine deep-sea fishing rod.

His retirement plans include spending much time "doing what I want to do without having to watch the clock." He will continue to live at 229 N.E. Cindy Lane, Burleson, Tex. 76028.

(See Letters section this issue for letter to Bro. Stover from the President of the FW&D congratulating him on having retired with a long record as a train dispatcher free of disciplinary "marks" of any kind.)



### H. F. Bussard Conrail (PRR)

Retired on June 29, 1976: Harold F. Bussard of the Philadelphia, Pa., Load Dispatcher's office of Conrail (PRR), after 42 years of total railroad service, including 22 years as a Load Dispatcher.

Bro. Bussard was born at Philadelphia on June

3, 1911. His first employment in railroad service was as an electrician's helper in May 1934. He was promoted to Power Director on Jan. 30, 1954, and further advanced to Load Dispatcher on Dec. 15, 1955.

As load dispatcher, he supervised the operation of the electric power supply, load requirements, transmission system network, and electric power system operation; also directed the arrangement of power supply circuits and associated apparatus as required, to maintain proper supply of electric energy for the propulsion of trains. Pay rate of a power dispatcher is \$73.39 per day.

Bro. Bussard has been an A.T.D.A. member continuously since Dec. 5, 1955.

His home is at 628 Briarcliff Road, Upper Darby, Pa. 19082.



### C. F. Bittorf WM

Retired on Oct. 1, 1976: Charles F. Bittorf of the Hagerstown, Md., office, Western Maryland Railroad, after a railroad career totaling 40 years, of which 35 years were as a train dispatcher.

Bro. Bittorf was born at Hagerstown on Jan. 26, 1914. His first railroad employment was as a telegrapher on July 17, 1936. He was promoted to train dispatcher in June 1941.

Bro. Bittorf has been an A.T.D.A. member continuously since Jan. 11, 1944, and was awarded the 25-year Membership Honor Emblem in 1969.

His address is 812 Jefferson St., Hagerstown, Md. 21740.

### Retire And Get A Raise

Some state and city workers can retire and get a raise instead of a decrease in disposable income.

The American Council of Life Insurance reports that a study of employee pension plans published by the Twentieth Century Fund found that about a quarter of all railroad employees who make \$10,000 a year or more will receive, if they retire at age 65 after 30 years of service, a combination of pension checks and Social Security benefits equal to 80 per cent of their incomes before retirement.

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Jo Ann Erickson  
1432 Syracuse Lane, Schaumburg, Ill. 60193

## N. L. A. Notes

*By JoAnn Erickson, Reporter*

Christmas is here once again with many a hustle & bustle making candy, popcorn balls, shopping, wrapping presents and helping Santa in many ways.

Have you ever thought what would happen if Santa got sick?

Here is how Mrs. Claus saved Christmas.

### How Mrs. Claus Saved Christmas

Softly the dawning of Christmas Tree Day  
Crept o'er the North Pole in its brightest array.

The elves had worked swiftly all through the  
brisk night,

They'd packed all the toys, they'd made the  
packs tight.

They'd polished the sleigh till it gave their re-  
flection,

The reindeer were groomed to the peak of per-  
fection.

They were stamping and ready and anxious to go,  
To fly o'er rooftops alive with new snow.

To carry Saint Nick and his huge pack of toys,  
To the roof, down the chimney, to good girls  
and boys.

But horror of horrors, a sad tale was told.  
The elves learned that Santa was sick with a cold.

His face was all flushed and his great throat  
was sore.

His nose was as red as the nightshirt he wore.  
The doctor rushed over and put him to bed.  
"No sleigh ride tonight for you, Sir," he said.

"I'm sorry as can be, I know of your plight,  
But you must stay in bed on this Christmas  
Eve night."

Then Santa said, "Doctor, this just cannot be,  
For I've never missed Christmas—not ever,  
you see.

"You can't understand, I must go tonight.  
I'll dress snug and warm, and I'll be quite all  
right."

Then shaking his finger, Doc sternly said, "No!  
You're too sick to be out. You simply can't go."

A moan of despair arose from the bed.  
He sank to his pillow, but then Santa said:

"The children are waiting. They've all been so  
good.

I can't disappoint them. But maybe I could  
Get someone else to guide that old sleigh,  
To spread Christmas cheer just this Christmas  
Day.

"I guess I could teach him and give him my list  
and maybe, with care, no child would be missed."  
Anna, his wife, had heard all her cues.

She slipped her coat on and tied her small shoes.  
All mittened and scarfed she trudged through the  
town.

She searched far and wide, she searched up and  
down.

She rapped on each door and told of her plight,  
Told of the need for a helper this night.

And each one was pleased, for this honor was  
rare,

But she closed the last door in darkest despair.

For each foot was too large for Santa's black  
boot;

Each stomach too small to fill his red suit.

Though they pulled and they tugged, the boot  
was too tight,

And the suit bagged down was a sorrowful sight.  
She walked slowly homeward, a bundle of woe.

Could there be no one, just no one to go?  
Christmas *sans* Santa, how sad it would be;

No toys for the children beneath their bright  
tree.

They'd find empty stockings, limp in a row.  
They'd think he'd forgotten. How could they  
know

Of the things that had happened at the North  
Pole,

That Santa was ill and in bed with a cold?

Then a thought touched her mind that gave her  
a pause.

Oh, *now* she perceived who would help Santa  
Claus.

Then homeward she scurried and grabbed a black  
boot.

She slipped it on quickly, then donned the red  
suit.

She stuffed pillows here and another one there,  
And used dusting powder to whiten her hair.

A long cotton beard she glued to her chin,  
She put the cap on and tucked her hair in.  
She glanced in the mirror and laughed with  
delight

For the image she saw was an inspiring sight.  
She went to show Santa and get her long list,  
She went to assure him no child would be missed.

Although he was ill, a very sick elf,  
He laughed when he saw her inside of himself.  
She kissed him good-bye and jumped to the sleigh.  
She said to her team, "Up, up and away!"  
The reindeer were off with just a slight pause  
To see Santa waving to his Anna Claus.

*Donna D. Scott*

MERRY CHRISTMAS TO ALL!

## consumer affairs

### Donor Card Aids Anatomical Bequest

*By Virginia Knauer*

*Special Assistant to the President and Director  
Office of Consumer Affairs Department of  
Health, Education and Welfare*

Recently, Ann Landers was a guest on my radio program HELP to talk about a letter she had received from one of her many readers.

The letter was from a woman who said she was 76 years old, "blessed with good health and God's love and mercy." She went on to say: "Last week I realized I should write my will." And then she asked, "Am I too old to give my body to whatever agency can make use of any part of it? How do I contact the appropriate people?"

Perhaps you have a similar thought in mind.

If you do, the most practical approach would be to write to the National Kidney Foundation and ask for a Uniform Donor Card. This is wallet size, and you fill in your name, date of birth, city, state and your signature.

You may signify on that card if you wish to give your whole body or only part of it for research, medical education, therapy or transplants. Or you can indicate if you wish to donate only your eyes or your kidneys or any other specific organ.

This card is based on the Uniform Anatomical Gift Act that has become law, with some modifications, in all 50 states and the District of Columbia.

According to the law in most states, you can donate all or part of your body for research or transplant by using the donor card, or by stating your intention in your will, or even a letter, having two other persons witness the signing of your name.

If you use a letter, and not a donor card, don't address it to anyone, but fold it and carry

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the original with you at all times—as you would the Uniform Donor Card. The adult members of your family should also have copies. And you can address a copy of the letter to your doctor or lawyer or both.

In the radio program, Ann Landers pointed out that it is advisable to discuss this thoroughly with your family. Many people might object to a loved one's remains being used for medical purposes. That is why most medical facilities allow the family to have funeral services before taking the body for research.

When there is an anatomical bequest of the whole body, however, there is no burial service. If the bequest is for a part of the body, such as eyes or kidneys, these are removed at the time of death and the family may have the funeral and burial services as usual. As Miss Landers said, this is a matter to discuss with your family or clergy.

Also your doctor and lawyer should be consulted about what you plan to do. Your doctor can tell about the real need for anatomical bequests in your area, and the lawyer can determine what the exact law is in your state.

If you want a Uniform Donor Card for making an anatomical bequest, write to the National Kidney Foundation, 116 E. 27th St., New York, N.Y. 10016.

## the doctors say

### Help for Hemorrhoids

Hemorrhoids, which are varicose veins in the rectum, are one of mankind's most undignified afflictions. But almost everybody who lives long enough will eventually get them. The traditional cure for the condition—surgery in the hospital, under general anesthesia—can be costly, hazardous and time-consuming. Thanks to several techniques perfected during recent years, however, three out of four victims of hemorrhoids, or piles as they are also known, can now be successfully treated by less drastic measures, right in the doctor's office.

**Injections:** If the hemorrhoid is internal, the physician can inject a solution of carbolic acid into the adjacent tissue, causing it to thicken. This in turn makes the hemorrhoid contract and reduces its blood supply until its circulation is blocked off completely. The procedure is painless, inexpensive and quick—but because it does not destroy the hemorrhoid permanently, the condition is likely to recur within a few years.

**Rubber Bands:** Like injections, this technique is also useful for internal hemorrhoids, but the results are permanent. The hemorrhoid is sucked into the barrel of a surgical gun, which then ejects a tiny rubber band and wraps it tightly around the base of the protrusion. The band literally squeezes the hemorrhoid to death by gradually gnawing its way through the tissue. Because there are no pain fibers in the upper

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rectum where internal hemorrhoids are located, anesthesia is unnecessary. The patient can resume normal activities right away.

**Cryosurgery:** External hemorrhoids can be destroyed by freezing them with a solution of nitrous oxide, piped under pressure through an 8-inch, narrow metal tube. Usually a local anesthetic is used. Cryosurgery can cost as much as \$200, while the fee for banding and injection is only about \$30 for each hemorrhoid. Traditional surgery may cost more than \$1,000 for the required five-day hospital stay, but is mandatory for patients with certain complications. While hemorrhoids themselves are not dangerous, any rectal bleeding should be reported to a physician in case the source of the bleeding is a more serious condition.

### 'To Remember Me...'

The day will come when my body will lie upon a white sheet neatly tucked under the four corners of a mattress located in a hospital busily occupied with the living and the dying. At a certain moment a doctor will determine that my brain has ceased to function and that, for all intents and purposes, my life has stopped.

When that happens, do not attempt to instill artificial life into my body by the use of a machine. And don't call this my deathbed. Let it be called the Bed of Life, and let my body be taken from it to help others lead fuller lives.

Give my sight to the man who has never seen a sunrise, a baby's face or love in the eyes of a woman. Give my heart to a person whose own heart has caused nothing but endless days of pain. Give my blood to the teenager who was pulled from the wreckage of his car, so that he might live to see his grandchildren play. Give my kidneys to one who depends on a machine to exist from week to week. Take my bones, every muscle, every fibre and nerve in my body and find a way to make a crippled child walk.

Explore every corner of my brain. Take my cells, if necessary, and let them grow so that, someday, a speechless boy will shout at the crack of a bat and a deaf girl hear the sound of rain against her window.

If you must bury something, let it be my faults, my weaknesses and all prejudices against my fellow man. Give my sins to the devil. Give my soul to God.

If, by chance, you wish to remember me, do it with a kind deed or word to someone who needs you. If you do all I have asked, I will live forever.

*Robert N. Test*

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## obituaries

*It is with sincere sorrow that the Association records the death of these members, a significant part of whose lives have been spent in support of our mutual ideals and purposes. We extend our sympathy to the bereaved families.*

**ROBERT B. SARVIS**, 52, of El Reno, Okla., on Aug. 15, 1976. Death followed a brief period of illness. He held an assignment in the El Reno, Okla., office, Rock Island Railroad. He had been a railroad employee for 34 years, a dispatcher for 28.



Bro. Sarvis was born at Rockford, Neb., on Jan. 25, 1924. His first employment in railroad work was as an agent-operator with the Rock Island at Steinhauer, Neb., in March 1942. He was promoted to train dispatcher on July 30, 1948, in the Fairbury, Neb., office. He subsequently worked in CRI&P dispatchers offices at Rock Island, Ill., Little Rock, Ark., and Fort Worth, Tex., before transferring to El Reno in 1965 in the wake of widespread office consolidations. His last assignment at El Reno was that of Assistant Chief.

Bro. Sarvis had been an A.T.D.A. member continuously since Jan. 4, 1949, and was awarded the 25-year membership Honor Emblem in 1974. He also belonged to the First Christian Church, The American Contract Bridge League and the American Philatelic Society. He was a veteran of World War II, having served in the U.S. Navy.

Surviving are his widow, Mrs. Lorain Sarvis whose address is P.O. Box 937, El Reno, Okla. 73036; two sons, Larry R. Sarvis of Austin, Tex., and Samuel R. Sarvis of Temple, Tex.; his mother, Mrs. Nellie Sarvis of Ukiah, Calif.; one sister and one brother.

Coldest temperatures ever recorded in the United States: Minus 76 degrees Fahrenheit in central Alaska. Coldest on earth: Minus 127 degrees F. at Volstok, Anartica. Coldest temperature in outer space: Minus 450 degrees F. between stars. Coldest temperature theoretically possible: Minus 460 degrees F.

*Quote Magazine*

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## outdoor sportsman

By H. Williams

### Stalk The Wild Bird On The Fence Row

A fence line bordering a field, if there's some brush or grass along the fence, is a good place to find pheasants.

The birds can find feed on one side, gravel on the other, plus a good place to hide.

Get permission from the land owner, then have one person walk on the field side of the fence, the second walk the outside. If you have a third, he can block at the end of the field to force the runners to flight.

Just be sure you're legal and not shooting from the road.

In most hunting, it pays to be quiet. But in some cases with pheasants, a bit of gab can make wary ones fly. Walk along several yards, then stop and talk with your partner a while.

Sometimes a bird will get up within only a few yards of you. If you'd kept walking, chances are you might never have seen him or he might have run on ahead and taken to flight before you got there.

Crystal-clear mountain streams, flowing through forests or hills from alpine snow fields, aren't always the pure streams they have a reputation for being.

This is because some individual mountain beavers and common river beavers have been found to carry the bug that causes an especially severe type of diarrhea.

The villain goes by the name of *Giardia Lamblia* and the diarrhea it causes is a kind that stops all or most of the digestion of food in a person's intestinal tract and stomach.

It's not the commonest kind, and at times doctors have not at first recognized what they were dealing with when a patient came in. It can be treated, but it has to be diagnosed properly. It doesn't respond to some of the prescriptions given for other types.

Not many mountain beavers or ordinary beavers carry this bacteria, and even if one should pollute the water, a clear, mountain stream can purify itself in a relatively short distance. The odds for getting sick from this bug are small.

In one case, not too long ago, it got started in a small town's water supply and dozens of people got sick. I'm not going to quit drinking that deliciously pure and cold water from mountain streams, but if I should get sick, I would know one of the things to look for.

Bob Orben says he has a friend so insecure that he keeps a life preserver by his rowing machine.

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## Increase In Rail Vandalism, Violence

*From National Safety Council*

The National Safety Council has noted increased death, injury, and financial losses resulting from malicious acts against rail carriers.

Of particular concern to the Council's Railroad Section are acts of violence and vandalism ending in death or injury to railroad employes and passengers. The Railroad section report, in the form of a fact sheet, includes the following among the more frequently reported incidents: rock throwings, gunshots, stabbings, muggings, placement of rocks and debris on rails, and tampering with track switches or similar devices that result in collisions or derailments.

Reported acts of violence and vandalism have even included the movement of locomotives, railroad cars, and heavy equipment by trespassers and other unauthorized persons. Other incidents have involved the operation of small cars, motorcycles, snowmobiles, minibikes, and so forth on railroad rights-of-way.

A recent report prepared by the Association of American Railroads lists rock throwing as the most frequently reported incident, occurring 6,365 times in 1975. More than 4,000 stonings, however, already have been counted in the first five months of 1976. Stoning incidents were followed by 4,887 reports of track obstructions and 524 shootings in 1975. A total of 20,629 acts of criminal violence were logged last year, an increase over the 20,055 incidents in 1974.

The cost of vandalism to rail carriers was estimated at more than \$3.7 million in 1975, according to the AAR report. This figure, based on costs to 32 major rail carriers representing 73 per cent of all U.S. and Canadian mileage, does not include the more than \$4 million in stolen lading and \$3 million in stolen railroad property.

A recent incident on the Southwest side of Chicago fatally injured a railroad fireman when a 13-year-old youth tossed a beer bottle at a locomotive cab window, spraying shards of glass into the employee's face and neck. Railroad officials have identified corridors of concentrated malicious activity such as this in and around urban areas, with occasional snipers noted in rural and hunting areas.

Though railroad trains have been traditionally tempting targets, the National Safety Council reports heightened safety and security efforts among its Railroad Section members in an effort to crack down on mounting violence. Special patrols, improved storage security, sophisticated detection devices for spotting trespassers, better communications with law enforcement agencies, and support for stricter laws aiding in the prosecution and conviction of vandals are among the methods now being used by rail carriers to combat the rising human and financial toll of vandalism. □

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## Sic 'Em

From Conrail News

Good news for the railroad; bad news for bad guys.

On Friday (October 8) Consolidated Rail Corporation graduated five more policemen—and their dogs—from the railroad's Police Canine Training Center in Philadelphia.

The policemen and their dogs will augment patrols of Conrail property, especially yards in the major metropolitan areas, says Donald L. Nelson, head of Conrail's security forces.

"Our use of dogs," says Nelson, "is valuable in many phases of railroad police work and is proving an effective deterrent to crime. The dogs are making the railroad a safer place for everyone—except criminals."

Nelson said that the seven dogs in the first class which graduated this summer accounted for 43 apprehensions and assisted in five others in their first 39 days on patrol.

Sgt. James Porreca, heads Conrail's training center, and Frank Bass served as trainer of the second class. Both policemen had long experience in police dog training programs prior to joining Conrail.

Classes continued for 14 weeks at the new center, just north of 30th Street Station in Philadelphia.

"There are no short cuts in the time required to train a dog-and-man team for police patrol," states Bass. "First, we have to establish a bond of friendship between the officer and the dog. That accomplished, the dog then is ready for training, accepting the regimen because of his affection for his policeman handler."

Sgt. Porreca explains that the training program covers orientation, tracking, agility, obedience, criminal apprehension and search (building and field, day and night).

The dogs live at the homes of the policeman, Sgt. Porreca explains. "At home they are as gentle as any other dog, especially with children. And we find the wives especially like them because they are so well trained. And, of course, they do offer added protection for their husbands when they are on patrol."

The five officers in the class are (names of dogs in parenthesis):

Anthony Piegara, 168 Oliver Street, Newark, N.J. (Bummer)

David Pietrykoski, 382 Market Street, Newark, N.J. (Peppi)

Eugene Mackey, 977 Grant Road, Folcroft, Pa. (Dan)

Richard Burke, 227 East Tioga Street, Philadelphia, Pa. (Hans)

Gerald Adams, 7215 Ogontz Avenue, Philadelphia, Pa. (Schultz) □

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## Memo From Henry Ford's Grandson

*By Henry Ford II, Board Chairman Ford Motor Co.*

It was just seventy years ago that my grandfather, Henry Ford, wrote a letter to a magazine called *The Automobile* describing his plans to build 20,000 runabouts the following year. One purpose of the letter was to answer the many skeptics who saw the automobile only as a fad. He wrote:

"The assertion has often been made that it would be only a question of a few years before the automobile industry would go the way the bicycle went. I think this is in no way a fair comparison and that the automobile, while it may have been a luxury when first put out, is now one of the absolute necessities of our later-day civilization."

That letter was written when the car was still something of a curiosity. It had not yet gone into mass production. There was no highway system worthy of the name. The relatively few cars on the roads were mostly in the hands of people of means. There were millions of people in the country who had never seen an automobile, and many towns and villages where none had ever appeared.

But it was in that same year, 1906, that the automobile proved to be the absolute necessity that my grandfather had called it. When the San Francisco earthquake struck, the 200 private automobiles in the city were immediately pressed into service, transporting the injured to hospitals, moving police from one part of the stricken city to another, and helping out in a variety of ways. When it was all over, the *San Francisco Chronicle* observed:

"Men high in official service... say that, but for the auto, it would not have been possible to save even a portion of the city or to take care of the sick or to preserve a semblance of law and order."

I recall my grandfather's letter and the role cars played in the San Francisco earthquake only to provide some historical perspective. In order to look at the future of the automobile with any degree of objectivity, I believe you have to remember that the automobile has always had its share of critics. It has them today and it will certainly continue to have them in the future.

In the early part of the century, the critics of the car would see one stalled at the side of the road, laugh at the hapless driver and tell him—in that memorable phrase—to get a horse. Today's critics are more sophisticated. They assail our automotive culture for the pollution it has brought, for destroying the beauty of the countryside, for congesting the cities and for a variety of other real and imagined sins too numerous to mention here.

Some of the critics' charges are true, some are exaggerated, and some are completely false. But the important point is that the automobile is

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here to stay. Its use will continue to grow, not only in the United States, but in Europe and Asia as well. In the underdeveloped nations of the world, cars and trucks will exert enormous influence in raising the standard of living and providing millions with a cheap, fast and comfortable means of transportation.

I believe very strongly that we should develop new and better systems of public transportation, and put them into use where they are more efficient, more convenient, and more economical than the automobile. But in the foreseeable future, public transit will only supplement the automobile as a means of transportation. Cars transformed the cities of this nation. More than any other single factor, they created the suburbs. Even if we wanted to, which no serious observer suggests, we can't turn the clock back now and replace the automobile with some other form of transportation. Cars are very much with us, and they are here to stay.

## The New Flu

*From U.S. Consumer Information Center*

The swine flu vaccine has sure been a conversation topic lately. You probably wonder what good the shot will do, and whether or not you should get it. And, if you do get it, what side effects might you expect?

Tests on the vaccine show that it works in people age 25 and over with a single shot. A booster shot may be needed for people age 18 to 24. More testing needs to be done to find the proper dosage of the vaccine under 18.

Are you wondering what the side effects might be? For most, the only discomfort will be a sore arm. Others will have symptoms that include low fever and tiredness.

If you are running a fever, you should delay getting vaccinated until the fever is gone. And people who have received another type of vaccine within the previous 14 days should consult a physician before taking the flu vaccine.

Because the vaccine is made with eggs, if you're allergic to eggs you shouldn't get the flu shot.

Since the shot itself is being provided by the Federal Government, it won't cost the consumer anything. The vaccine will be given free by various Federal, State, and local agencies at local clinics or other places. If you want your own physician to vaccinate you, the cost will be whatever the doctor charges for giving the shot. Watch your local newspaper for details about the availability of the vaccine in your area.

*The New Flu* (free) is one of over 250 selected Federal consumer publications listed in the catalog, *Consumer Information*. Published quarterly by the Consumer Information Center of the General Services Administration, the catalog is available free from the Consumer Information Center, Pueblo, Colo. 81009. □

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## Coal Mine Dispatchers

In looking through a recent issue of *United Mine Workers Journal*, we were startled when this headline caught our eye:

### ARBITRATION REVIEW BOARD RULES THAT DISPATCHERS MUST BE UMWA MEMBERS

The following article appeared under the headline:

"On Sept. 7, in Decision No. 33, the Arbitration Review Board (ARB) rejected an appeal by the BCOA and ruled that coal operators must award the work of directing underground traffic to bargaining unit 4-B Dispatchers, rather than giving the work to supervisory personnel.

"The UMWA contended that the work involving members of L.U. 1503 should be done by a classified employee. The ARB agreed and upheld a decision by Umpire Stephen B. Goldberg. In making its decision, the ARB considered eight other umpire's decisions spanning the last three contracts. Four of them involved other mines owned by Eastern Associated.

"The Board said,

"The 4-B classification of Dispatcher... covers the traffic-directing work here involved; the listing amounts to an official recognition of the work as bargaining unit work and hence presents a well-nigh insurmountable barrier to declaring the work to be supervisory work."

"The ARB directed that the work be given to a dispatcher rather than a Transportation Foreman. The decision gave other operators not in compliance a maximum of six months to comply with the ARB ruling.

"The ARB further stated:

"The practice at many a mine has been contrary to the conclusion we have come to; many instances are of long standing and are of a sort which cannot simply be dropped. The particular companies using supervisory employees are allowed six months from the date of this decision within which to convert the work to classified Dispatcher work."

M.B.G.

## Barge Firms Destroy Rail Jobs Says UTU

American railroads and their workers are being undermined by barge companies "kept afloat on a river of tax dollars," the United Transportation Union has charged.

"Diverting traffic to barge lines through... subsidized river projects destroys up to 11 railroad jobs for every barge job it creates," a UTU position paper declared.

The UTU, the nation's largest rail union, said a \$400 million annual subsidy given to barge companies diverts traffic and income "the railroads desperately need."



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The union charged the barge companies "don't pay a penny" for dredging and dam building performed by the Army Corps of Engineers. In addition, the UTU charged, barge companies "pass through hundreds of locks on the rivers without charge, locks which are often staffed around the clock" with Corps employees.

"It's time the barge companies began paying a user charge to operate and maintain this expensive system," the union declared.

The position paper said the subsidy "does more than hurt the railroads and rail labor. Rail line abandonments caused by the subsidy threaten hundreds of communities which depend on railroads for low-cost transportation and for substantial local tax revenues."

At the same time the barges are enjoying \$400 million a year in free facilities and services, the union said, the railroads are paying \$400 million just to cover their local property taxes.

## Social Security Taxes Going Up

Nineteen million Americans will have to pay up to \$70.20 more in Social Security taxes next year because the Social Security system is raising the ceiling on earnings subject to the tax from \$15,300 to \$16,500, the government has reported.

That will raise a person's maximum Social Security tax from \$895.05 this year to \$965.25 next year. An estimated 19 million workers will earn more than \$15,300 next year and of that group, 16 million will earn \$16,500 or more.

This means an increase to \$1,375 taxable wage base for those subject to Railroad Retirement Act, at 5.85 per cent or \$80.44 per month.

The Maximum Social Security tax on the self-employed will rise to \$1,303.50 next year, compared with the maximum \$1,208.70 this year.

The higher rates go into effect Jan. 1, 1977.

The government, in its announcement, had good news for pensioners. About 1.3 million Social Security retirees will be able to earn \$3,000 next year without reducing the size of their Social Security checks. The limit this year is \$2,760.

After earning \$3,000, they will lose \$1 in Social Security benefits for every \$2 in outside income. Their Social Security checks will not be reduced in any month in which outside earnings do not exceed \$250, however.

The increase in the taxable wage base will produce an additional \$2.3 billion for Social Security next year.

Social Security Commissioner James B. Cardwell said the increase was required by law to keep pace with the rise in average wages. The increase in tax revenue can occur only after a year in which there was an automatic increase in Social Security benefits. Benefits rose 6.4 per cent earlier this year. □

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## A BICENTENNIAL PERSPECTIVE

*From Transportation U.S.A.*

*This view of the history and the future of the transportation industry in the United States is that of Transportation Secretary William T. Coleman, Jr.*

The pursuit of mobility has been a dominant characteristic of our nation. Since the Pilgrims debarked from the Mayflower in 1620, we have been a restless nation eager to expand our personal and national boundaries.

Transportation has played a major role in this quest. It has also shaped our growth and development and profoundly influenced our customs and lifestyle. From our very beginning, we have been a nation on the move. It is said that George Washington explored every foot of the 13 original colonies in his efforts to learn more about the new republic. Indeed, most of the leaders who created the nation—Jefferson, Franklin, Adams—were well-traveled men. Transportation was a key ingredient in the development of the fledgling nation. By the start of the revolution, the 13 colonies accounted for fully one-seventh of the entire trade of the British Empire.

Our transportation systems have brought us a long way in a remarkably short time. Scarcely 70 years after the revolution we had dug more than 4,000 miles of canals. One of these new waterways—the Erie Canal—reduced shipping costs between the Northeast and Middle West by 95 per cent and sliced transit time by 60 per cent. By 1869, less than a century after the revolution, we had driven the golden spike that united the East and West Coasts by rail. By the turn of the century, the nation had grasped the potential for mobility offered by the automobile. Three decades later, the DC-3, backbone of the then fledgling airline industry, was flying at 185 miles per hour. By the 1970s, wide-bodied jets were traveling three times faster and four times farther. A single 747 today can carry more passengers in a year than the entire industry was capable of carrying in 1935.

Much of this progress resulted from major technological advances. Technological research and development have also done much to generate an aura of excitement about the transportation industry. This air of adventure helped attract some of the nation's brightest minds and most productive workers to the transportation sector.

Many of our social systems, unfortunately, have not kept pace with our technological achievements. For example, our system of economic regulation, originally conceived as a means of protecting struggling young industries from economic chaos, now seems to produce the opposite effect. By shielding some segments of the transportation industry from the forces of the marketplace, we have stifled incentive, smothered further innovation and fostered inefficiencies which we can not afford. Further, by failing to consider the social costs of our technological ad-

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vances, we have put both our natural environment and our energy stocks in precarious positions.

As we enter our third century, these problems will come to the forefront. The basic hardware of the future is already in place, but we must use it in a more productive and efficient manner. Those uses must serve valid human purposes.

When we observe our tricentennial in 2076, we will be making transportation decisions based on such factors as economic feasibility, ease of access, safety, energy efficiency and environmental quality. Through such steps as the Administration's regulatory reform efforts, we have already begun the first tentative steps in that direction. We have, however, many more steps to take.

### Health Insurance for Pet Cats and Dogs

A firm in the San Francisco Bay Area of California called Medi-Pet offers health insurance for family pets. Available now only to owners of cats and dogs between the ages of 16 months and seven years, the newly founded firm has been in existence only about a year and has about 150 subscribers. Its founder, Paul E. Murray predicts, however, that eventually it will be offered nationwide.

For a single pet, the owner pays an annual premium of \$68, but the cost per pet is lower if more than one animal is covered. If the insured pet gets sick or is injured, the owner can take it to one of 25 or 30 affiliated veterinary hospitals in the area. Murray cites one case where a St. Bernard was struck by a bus and had all four legs broken. The cost of the dog's treatment was \$880, and the bill was fully covered by the plan.

Murray says everyone involved benefits from the plan, explaining that it means better health for the pets, savings for pet owners, and more business for veterinarians. He estimates that veterinary facilities now operate at only about 65 to 70 per cent capacity.

Murray says that many of the 60,000 pet dogs and cats that are destroyed each day would be kept by their owners were it not for the cost of medical care. Another feature of the Medi-Pet plan is Animalert. A number is painlessly tattooed on the animal's ear, recorded in Animalert's computer, and if the pet is lost, the SPAC, local pound or Humane Society can call Animalert with the number and trace the owner.

### WHAT MAKES MARRIAGES LAST?

*From American Life and Health Institute*

The U.S. divorce rate—the highest in the world—may stem in part from the haphazard manner in which marriage partners meet.

According to a recent Bureau of Census survey, cited by the American Council of Life Insurance,

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the real surprise is that so many marriages last so long, considering the conditions of chance and compromise under which they are formed.

Who, then, are the people most likely to stay married?

The Council reports government statistics show that the higher the education and income of marriage partners, the better the chance for compatibility.

For example, when both husband and wife are college graduates, 90 per cent have been married only once. When both are high school graduates, 83 per cent stay married. Among husbands and wives who do not graduate from high school, 75 per cent stay together.

Income, too, makes a difference. The larger the financial assets of a couple, the more likely it is they will stay together.

Census figures show that the vast majority of Americans still have stable marriages—about 81 per cent have been married only once. At the other end of the scale, however, there were the nearly 200,000 couples in which each spouse had been married three or more times.

What can be done to stem this high rate of divorce?

According to the Census Bureau, marriage checkups would help. Consultations with qualified marriage counselors, the Bureau says, could be conducted the same way people visit doctors for periodic physical checkups, at a time "when a dangerous marital condition may develop."

The Census Bureau report also suggests more practical and effective training, both at home and in high school and college, to help those contemplating marriage to appreciate its "good points" and be on the lookout for any "problem areas."

Most ideal way of selecting a marriage partner? Short of outlawing blind dates, large cocktail parties, singles bars, drive-in movies and chance meetings in bowling alleys, our society has not yet come up with a workable process.

The report expresses the hope for "a scientifically tested and appealing system for selecting a marriage partner which would bring together young men and women (presumably older ones, too)...Who would have a much higher probability of establishing an enduring and satisfying marriage than could be expected through the almost universally haphazard system that now exists."

### Upper Room

*The Upper Room*, internationally circulated devotional magazine, is putting out its first bilingual edition. The experimental Korean-English edition is designed to meet the "growing bilingual character of the Korean people." The new edition, with Korean and English translations of the same devotion facing each other, will have the largest circulation of any foreign-language edition. *The Upper Room* appears in 45 language editions.

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## soup to nonsense

### A Gift for Aunt Hattie

By Jane Goodsell

To judge from the attention it receives, The Gift Problem (or what to give Aunt Hattie for Christmas) is one of the most perplexing concerns of our time. The smart shops, in particular, have taken the gift dilemma to heart, and their counters sparkle with Unusual and Distinctive Gift Suggestions for those difficult people—the discriminating hostess, the top bracket executive, the born-to-the-manor child. But the object of tenderest concern is the person-who-has-everything.

Gift-giving, like the graduated income tax, began on a small scale, and now look what's happened to both of them. In neither case is there much hope of turning back the tide.

In the days when gifts were called presents, we exchanged them only a few times a year. There was Christmas, of course, and birthdays and important anniversaries. On Valentine's Day, we sent each other valentines (made of paper and lace, not cashmere or leather or nylon.) On Easter, children got eggs, and if mother received a box of candy on Mother's Day, she considered herself lucky.

That was about it. Presents were things like handkerchiefs and stationery or maybe a nice pair of pinkish shears. These things were recognizable as gifts only because they were wrapped in tissue paper and tied with fancy ribbons. Today, we have a special category of merchandise known as Gifts—with a big, flowery capital G.

These objects (jewelled pill boxes, monogrammed lingerie cases, vermouth atomizers, highball glasses with pictures of dancing girls who shed their clothes as the glass is drained, perfumed coat hangers, miniature playing cards) are gifts, pure and simple.

Travelers lug home souvenirs to give to the people who gave them going-away gifts. Expectant mothers toddle from stork shower to stork shower, and no bride says her I-do's without being kitchen-showered, linen-showered and bathroom-showered.

Heartwarming as it is, this feverish exchange of gifts poses some pretty problems. Take Aunt Hattie, for instance. What in the world can you give her? A nice hair brush? Maybe she already has one. Stationery? No, you gave her that three Christmases ago. A blouse? No. She probably wears a size 40, but she'd be insulted at anything bigger than a size 16. A book? What book? Well then, what?

This is where the distinctive and unusual gift (the hand-painted felt apron, the poodle-painted soap dish, the zodiac desk calendar) saves the day. These frothy bibelots don't exactly solve the little problems of gift-giving. They rise above

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the problems with a gay toss of the head.

But even in the rarefied sphere of distinctive giftware, caution must be exercised. Nothing becomes old hat faster than a unique gift. If its recipient already has one—or if she's even seen one before—it is no longer amusing and original. It's just another one of those magnetized pencil deals like the one Marge gave Doris at her shower.

### Terrorism — Newspapers

The grandest myth of all is that we live in an advanced state of civilization in which the brute passions of men and women have exorcised by education and material well-being. We complacently watch movies depicting terrorism in the Old West, violent revolutions in the eighteenth century, and sadistic executions in the Roman Empire, assuming that this was the lot of pre-industrial man. But our own newspapers are filled each day with reports as savage as anything fiction or history can supply. The streets of cities all over the world are a theater of urban violence that can apparently be repressed only by police methods that exceed the violence of terrorism itself. . . . And what form of violence can be more sadistic than blind bombing that seeks to snuff out human lives indiscriminately and without reason, or without the bomber even knowing whose lives will be taken, such as is being done in northern Ireland, or by those who leave bombs to detonate in busy airports or other crowded places?

*Douglas Davis  
in Newsweek*

### Raccoons: Cleanliness

Raccoons do wash nearly everything they eat, but it's not from the instinct for cleanliness. It's because they don't have any saliva glands so must have water to help eat the food. If food has enough moisture, they will eat it without washing it.

This lack of saliva glands is why raccoons like a moist habitat, such as near streams or marshlands. Raccoons are highly adaptable and you'll find them from Canada to Mexico.

With the dark streak across their eyes, they look like little bandits and are one of the "cutest" of our wild animals. They are far from gentle, however, and can be one of the most ferocious of animals. They will eat domestic ducks, cats and other animals with an efficiency that at times seems too great for their size.

The name apparently evolved from an Algonquin Indian name "arakun" meaning "he who scratches with his hands."

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If nobody knows the trouble you've seen, you don't live in a small town.

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\* \* \*

Everyone counts something—dollars, worries, blessings, pounds, accomplishments, calories.

\* \* \*

Mothers who arrange matches for their daughters, usually end up refereeing them.

\* \* \*

Poise is the ability to keep talking while someone else picks up the check.

\* \* \*

Everybody has to be somebody to somebody to be anybody.

\* \* \*

Laziness travels so slowly that poverty soon overtakes him, said Ben Franklin.

\* \* \*

We seldom see the handwriting on the wall until our back is against it.

\* \* \*

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A small, boy listened to his teacher explain: "The poinsettia symbolizes Christmas. Who can tell me what plant symbolizes Easter?"

Replied the youngster: "Oh, that's easy. The eggplant."

*Baby-talk:* "I saw a long bird with a Christmas tree on its back!" a 3-year-old said about a peacock. . . Sandra's favorite Christmas drink was an *egg neg.* . . A 4-year-old girl watched a shining white bolt of satin unrolled along the counter. "Marriage goods!" she said. . . Johnny limped home from kindergarten. "Did your shoes hurt?" his mother asked. "No, but my feet did," said Johnny. . . Julie, 4, studied her cousin's glum face. Then: "What ain'tcha laughin' at?" she asked. . . And JoAnn, 5, was overwhelmed when her grandfather made her a Christmas dollhouse with his own hands. "Oh thank you Grandpa — you're SUCH a handicap!" she cried.

My little son had returned from a Christmas party. He said he brought back some ice cream and cake. I was surprised and asked him where it was.

He put his hand in his jacket pocket and pulled out half of the cake. But then said, "I can't find the ice cream."

An executive received a penguin for Christmas. The next morning, he placed the bird in the care of an office boy and asked if he'd mind taking it to the zoo. The young man agreed and departed, penguin in tow.

He did not return to work all day, but in the evening, he arrived at the executive's home — with the penguin.

"I thought I asked you to take that bird to the zoo!" exclaimed the exasperated older man.

"Oh, I did, sir," the youth replied. "And he enjoyed it so much, tomorrow we're going to the museum!"

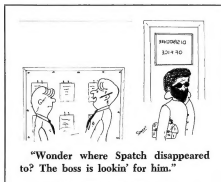
What better definition of the Christmas spirit than this one so sagely suggested by a first-grader: "It's when everyone puts up with everything."

Christmas: When you have to separate the men from the toys.

Buying your small son one of those chemistry sets for Christmas is undoubtedly educational. The first thing it teaches you is not to make that mistake again.

## SPATCH

By Specht



A doting father was extremely upset when his wife allowed their seventh-grade daughter to go to the Christmas school party with a date. He fumed and paced all evening, uttering dire warnings about what he'd do "if anything happens."

On the dot of 10 o'clock — the hour at which the young Cinderella had been told to be home — the phone rang. Both mother and father rushed to answer it; he won.

"Oh, Daddy!" his daughter cried, "Positively the worst thing happened! Please come get me!"

"What did that boy do?" father roared.

"He went home," she sobbed, "when his mother came and got him at 9 o'clock!"

When Jimmy came home from the Christmas party, his mother asked him how it was.

"Really neat," he replied. "But a funny thing happened: They must have run out of napkins, 'cause they had to use pieces of cloth."

A woman who lives by herself used to save up her Christmas mail so she could open and read it all at once, on her lonely Christmas afternoon. But she doesn't do that anymore — not since she found invitations to two before-Christmas parties that had gone on without her.

My Christmas card from A to G have long and chatty notes from me. My lines get briefer by and by; all T to Z receive is "Hi!"

Mistletoe: Bad for trees but mighty good for two's.

This is the time of year when every contract between child and parent has a Santa clause in it.

The shortest night of the year is Christmas Eve — from sundown to son-up.

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